URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998

AGENDAS
TRANSPORT & ENVIRONMENT
COMMITTEE

MAY 4, 1998 ...

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF MEETING

URBAN MUNICIPAL
MAY 4 1998
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 May 4th
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   Mrs. Diane Kantowski and Mrs. Pamela Bragoli
   222 Jackson Street West
   Re: Hess Village Festivals - Noise

   (a) Temporary Street Closure: Hess Street South between King Street and Main Street, Molson Canadian Summerfest, 1998 June 16 to 1998 June 22 and Hess Village Performing Arts Festival, 1998 July 8 to 1998 July 20

2. **CONSENT AGENDA**

3. **CHIEF ADMINISTRATIVE OFFICER/ DIRECTOR OF PLANNING AND DEVELOPMENT**

   50 Charlton Avenue East/Corktown Neighbourhood
   Application for a Certificate of Approval No. A650132 for a Waste Disposal Site (Incineration)/St. Joseph's Hospital.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **PUBLIC WORKS DIVISION**

Reconstruction of Roadway and Sidewalks on Castlefield Drive from House No. 39 southerly to Fernwood Crescent

(ii) **TRAFFIC DIVISION**

(a) Process for the Sale of Surplus Municipal parking Lots

(b) Advertising Practices of the Parking Services Section

(c) Request from The RoyalCrest lifeCare Group for Reserved Parking on Municipal Parking Facilities

(d) Rental of Bay-King Property for a Municipal Parking Lot

(e) Main Street West, south of Whitney Avenue - School Crossing Guard

iii. **CITY ENGINEER**

Sale of Closed Road Allowances to Region
Amendment to By-law No. 98-080

5. **OTHER BUSINESS**

Regional Clerk - Transportation Services Committee

Employee Trip Reduction Plan

6. **PRIVATE AND CONFIDENTIAL AGENDA**

7. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
4.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
6.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back
7.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
8.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
9.	Earthday - Reuse Days Proposal	1998 March 2nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
10.	Intersection of Locke Street North and Florence Street	1998 March 2nd	Alderman Kiss	Tabled
11.	Closure of Mead Avenue	1998 April 6	Alderman Wilson	Report Back

Kevin C. Christenson, Secretary
May 4th, 1998

1.

1402 – 222 Jackson Street West
Hamilton, ON
L8P 4S5

April 9, 1998

Mr. Kevin Christenson
Legislative Assistant
City Hall
Hamilton, ON

Dear Mr. Christenson:

Please be advised that Mrs. Pamela Bragoli and myself would like to attend the Committee Meeting of Monday, May 4, 1997 at 9:30 a.m.

Our concerns are about the closing of Hess Street South for special events, and the NOISE created by these special events. I have heard that bars/restaurants would like to have events scheduled on June 16 to 22, 1998 and July 8 to 20, 1998.

For your information, I am enclosing a copy of a petition signed by residents of 222 Jackson Street West.

Can you please confirm that we will be able to attend the meeting. I will be on vacation until April 25, 1998, and then can be reached at 526-6566 or at my work number 527-6877.

Yours truly,

(Mrs.) Diane Kantowski

cc Mrs. Pamela Bragoli
1606 – 222 Jackson Street West
Hamilton, ON
L8N 2G6
525-0310

Mr. James Clairmont
Transportation Planning Technician
City Hall
Hamilton, Ontario

PETITION

WE THE UNDERSIGNED RESIDENTS OF 222 JACKSON STREET WEST DO EARNESTLY REQUEST THAT THE CLOSING OF HESS STREET SOUTH (MAIN TO KING) AND THE PLAYING OF EXCESSIVELY NOISY MUSIC THROUGHOUT THE DAY AND NIGHT UP TO 2:30 A.M. BE STOPPED AS SOON AS LEGALLY POSSIBLE AND HESS STREET BE REOPENED FOR PUBLIC USE.

AND FURTHER, NO MORE USE OF OUR STREETS FOR SUCH PURPOSES BE PERMITTED.

PRINT NAME	APT. NO.	SIGNATURE
PAMELA BRAGOLI	1606	
BRUNO BRAGOLI	1606	
M POLLOCK	1603	
J TAUBER	1603	
MARJORIE BASKERVILLE	1205	Marjorie Baskerville
PRATEEK SRIVASTAVA	1405	
SANGEETA MURUGKAR	1405	
SPADARO, MARIA	1204	
GOINDI, HARBHAJAN SINGH	1205	
GOINDI, ELKE	1205	
Edward & Diane Kantoushi	1402	Edward Kantoushi
MARIA HOLLOK		605 Maria Hollok
CATHERINE FENEMORE	1602	
GEORGE + BUNNY LEVINSON	503	
DORIS SERCOMBE	506	
(IS VERY ILL & COULD NOT SLEEP)	WITNESS:	
DON LAIDLER & MARJORIE LAIDLER	906	
SHIRLEY ORTALIZIO	604	
KIM BELL & CATHARINE BELL	1401	
YU RAK KIM (2)	1406	

Cont'd....

PRINT NAME	APT. NO.	SIGNATURE
BEN O'CONNOR	1201	Ben O'Connor
GAYE PUSCHING (2)	1004	Gaye Pusching
FELICITY TAYLOR	1005	Felicity Taylor
BEN LAFFERTY	1001	Ben Lafferty
A. Joyce McIntosh	902	A. Joyce McIntosh
WATSON	904	Watson
DOUGLAS BENNETT	905	D. G. Bennett
JAMES GALE	805	James Gale
PAT BOLINGBROKE	802	Pat Bolingbroke
LILLIAN BOLINGBROKE	802	L. Bolingbroke
PETER MARINKOVICH	702	
M.D. Dillenberger	703	M D Dillenberger
J. CIOK	PH#3	
RUTH LEJA & DOUG LEJA	701	R. Leja
ROD CHISHOLM	606	R. A. Chisholm
RUTH E. CHISHOLM	606	Ruth E. Chisholm
Kerr-Ann	601	Ann Kerr
M. PAZARATZ	504	M. Pazaratz
M PEARSON	505	M. Pearson
RUSSELL WILSON	406	R. O. Wilson
J SHEARER	404	J Shearer
S MARTIN	301	S Martin
ELIZABETH G. McKENTY	304	G. McKenty
HELEN PERCY	304	H. Percy
T. WAXMAN (2)	206	T. Waxman
A. STIGLICK	204	A. Stiglick
T. DAKOZDI	201	
V. EMSLIE	203	V. C. Emslie
A CIOK	PH3	
J. OConnor	PH2	J. OC
M CLIPS	1502	

Cont'd....

PRINT NAME	APT. NO.	SIGNATURE
Wilma BINNS	1206	Wilma Binns
GERALDINE PHENIX	1103	Geraldine Phenix
JUN SUNG PARK	1002	
JASKOT CLARA	804	Clara Jaskot
ZBIGNIEW PIORO	1102	Zb. Pioro
MARY STEEL	1003	M Steel
BARBARA STANLEY	1003	BB Stanley
HELEN SHAUGHNESSY	305	H Shaughnessy
MILDRED SOMER	501	M. Somer
Jim LAXTON	903	J. Laxton
A VINEGAR	401	A Vinegar
S. Lund	602	S. Lund
Bernard Adler	1501	

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 23
T103-23 (6) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Temporary Street Closure: Hess Street South between King Street and Main Street, Molson Canadian Summerfest, 1998 June 16 to 1998 June 22 & Hess Village Performing Arts Festival, 1998 July 8 to 1998 July 20.

(R-98-20)

RECOMMENDATION:

That the application of Hess Village Performing Arts Association to temporarily close Hess Street South between King Street and Main Street, from 10:00 am Tuesday 1998 June 16 to 12:00 noon on Monday 1998 June 22, for the Molson Canadian Summerfest and from 10:00 am 1998 July 8 to 12:00 noon 1998 July 20 for the Hess Village Performing Arts Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

Cont'd...

Hess Village, Molson Canadian Summerfest & Hess Village Jazz Festival

Cont'd...

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, and at the expense of the applicant;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants within the closed portion of the road be notified of the events by the applicant prior to the events in a form acceptable to the Commissioner of Transportation;

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292, to permit the entertainment to conclude at midnight each night of the festivals and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the events, all at the expense of the applicant.

x) That the Alcohol and Gaming Commission of Ontario be advised that the City of Hamilton is aware of the application by the Gown and Gavel, 24 Hess Street South for a Temporary Extension of Liquor Licence for 1998 June 16 - 22 to hold the Hess Village Performing Arts Molson Canadian Summerfest, and has no objection to the issuance of this Licence.

xi) That the Alcohol and Gaming Commission of Ontario be advised that the City of Hamilton is aware of the application by the Lazy Flamingo, 19 Hess Street South, for a Temporary Extension of its Liquor Licence for 1998 July 8 - 20, to hold the 10th Annual Hess Village Performing Arts Festival, and has no objection to the issuance of the Licence.

xii) That the applicant be granted temporary permission for the sale or consumption of alcoholic beverages on the closed road allowance of Hess Street South between King Street and Main Street, only in conjunction with the Molson Canadian Summerfest on 1998 June 16 - 22 and the Hess Village Performing Arts Festival to take place on 1998 July 8 - 20.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Hess Village, Molson Canadian Summerfest & Hess Village Performing Arts Festival

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Hess Village Performing Arts Association to temporarily close Hess Street South between Main Street and King Street from 10:00 am Tuesday June 16 to 12:00 noon Monday June 22 to hold the Molson Canadian Summerfest and from 10:00 am 1998 July 8 to 12:00 noon 1998 July 20 to hold the 10th annual Hess Village Performing Arts Festival (formerly the Hess Village Jazz Festival).

Applications for "Temporary Extension of Liquor Licence" have been made by the Gown and Gavel and the Lazy Flamingo, requesting permission to serve alcohol on the road allowance of Hess Street for both events. The City, through the Clerk's Department, is aware of this request for a "Temporary Extension of Liquor Licence" and has no objection to the issuance of the extension permits. The Alcohol and Gaming Commission of Ontario (AGCO) requires that the City confirm that it is aware of the events and has no objection to the issuance of the Temporary Extension Licences. The City's confirmation in this regard does not approve the applications, but rather allows the AGCO to give consideration to the requests.

The applicant is also requesting an extension of the City of Hamilton Noise By-Law for both events to allow music to be played until midnight on each of the sixteen days of the festivals. A Noise by-Law Officer will be in attendance throughout the events and Regional Police Services will provide appropriate security for both events, all at the expense of the applicant.

The Department of Public Works and Traffic will post four "Temporary Road Closure" signs for each event, with all costs being the responsibility of the applicant. Although not within the closure limits, George Street is affected by the events as it is one-way eastbound between Hess Street and Caroline Street. Regional Police Services will allow local access only to George Street for residents, businesses and delivery vehicles.

Historically, these festivals have drawn large numbers of spectators to the area and have received the support of Council. "Summerfest" is in its third year and the "Performing Arts Festival" (formerly "Jazz Festival") is in its 10th year. The merchants of Hess Village have informed this Department that festival days are the most profitable of the year.

The City's policy with regard to road closures is to request a petition from the applicant signed by those residents and businesses within the closure limits indicating their support of the event.

Cont'd...

Hess Village, Molson Canadian Summerfest
& Hess Village Performing Arts Festival

Cont'd...

On 1998 March 9, the applicant provided this Department with the required petition signed by the owners of municipal numbers, 11, 13, 14, 15, 19, 20, 24, 30, 32, 33, 35 & 38 Hess Street South. Those properties not represented on the petition include municipal numbers, 18, 25, and 36 Hess Street South.

On 1998 April 15, this Department received a petition from sixty seven residents of 222 Jackson Street West, approximately one block south of Hess Village, requesting that permission for the festivals be denied. The residents state that they have been previously subjected to a total of twenty nights of festivals throughout the year, enduring loud music and excessive traffic noise throughout the day and continuing until well past midnight.

Representatives from #222 Jackson Street West have contacted the City Clerk's Department requesting permission to attend as a delegation at your Committee. This Department was contacted by one of the merchants of Hess Village who is also opposed to the festival, and a registered letter has been sent advising the owner to contact the City Clerk's Department to also register as a delegation.

In 1997 there were three festivals held within the closure limits of Hess Street South, between King Street and Main Street. These events included, the "Molson Canadian Summerfest" June 12 to 14, the "Jazz Festival" July 9 to 21 and the "Country Music Association Convention" September 4 to 8.

The applicant, at a meeting with representatives of Regional Police Services, Public Works and Traffic and this Department, indicated that the "Molson Canadian Summerfest" and the Hess Village "Performing Arts Festival" (formerly the Hess Village "Jazz Festival") will be the only events to be held in Hess Village this year. The combined length of festival days in Hess Village this year will be sixteen days.

This event is expected to be well attended and draw many visitors to the downtown core and the applicant is committed to providing as much control over music and rowdiness as possible. Since Regional Police Services will provide the necessary security for this event and since a City of Hamilton Noise By-Law Officer will be in attendance for the entire festival, this Department supports these events.

JKC/mjp:
cc: Mayor R. Morrow
cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: P. C. D. Schwalm, Regional Police Services
cc: F. Westaway, Department of Public Works and Traffic
cc: G. Kirchknopf, Department of Public Works and Traffic
cc: S. Reeder, City Clerk's Department

CITY OF HAMILTON

- RECOMMENDATION -

3.

DATE: 1998 April 20
(ENV-MOECOA-98-01)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 50 Charlton Avenue East/Corktown Neighbourhood
Application for a Certificate of Approval No. A650132 for a
Waste Disposal Site (Incineration)/St. Joseph's Hospital

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not object to Certificate of Approval No. A650132 for St. Joseph's Hospital at 50 Charlton Avenue East, provided the following are undertaken:

   i) all environmental safeguards normally associated with the proposed activities are implemented and monitored to the satisfaction of the MOE; and,

   ii) that MOE Certificate of Approval No. A650132 contain a condition that states "The only bio-medical waste incinerated shall be generated from medical activities undertaken only at St. Joseph's Hospital".

b) That a copy of this report be forwarded to the MOE West Central Branch for their consideration;

c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

d) That the MOE West Central Branch be requested to forward a copy of Certificate of Approval No. A650132 to the City of Hamilton.

V.J. Abraham

J.G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

What is a Certificate of Approval?
A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual or company is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site specific considerations relevant to the proposal, contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. To achieve this, a Certificate of Approval stipulates the range or types of wastes that can be managed at the facility to which the Certificate of Approval applies, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement.

As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The Proposal
The West Central Region of the MOE has received an application from St. Joseph's Hospital for a Certificate of Approval No. A650132 for a Waste Disposal Site (Incineration) at 50 Charlton Street East (see attached key map) for the continued operation of their "bio-medical incinerator". Bio-medical waste generally includes "human anatomical waste" (e.g., tissues, organs and body parts) and "non-anatomical waste" (e.g., needles, syringes, latex gloves, etc.). The bio-medical incinerator has a rated burning capacity of 175 pounds per hour to a maximum of 1,000 pounds per day.

The present bio-medical waste incinerator was approved for construction by the MOE under Air Certificate of Approval #8-2079-86-006 dated June 23, 1986. A second Certificate of Approval application for operating the incinerator was submitted to the MOE in 1989/1990, however, this application was not processed or finalized by the Ministry. Current Ministry staff are not aware of the reasons for the inaction on this file at that time.

In 1996, a local resident observed black smoke emanating from the incinerator smokestack and advised MOE officials. The Ministry then requested St. Joseph's Hospital to re-apply for a Certificate of Approval to operate the bio-medical waste incinerator. (Internal hospital studies revealed that the black smoke was a result of waste other than bio-medical waste being burned within the incinerator, e.g., pop cans, paper towels, cardboard, etc. In response to this problem, St. Joseph's has undertaken an active information campaign to remind staff of the appropriate receptacles within the hospital for general refuse.)

St. Joseph's Hospital reapplied to the MOE for the Certificate of Approval, which is the subject of this report, in December, 1996, but the application was held in abeyance until it was clarified by the MOE that a Certificate of Approval was in fact required for the hospital bio-medical incinerator. On January 13, 1998, the MOE determined a Certificate of Approval would indeed be required and the file was activated.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

"The City of Hamilton Noise Control Section has no concerns with regards to the application submitted.

Our Streets and Parks Divisions' advise that this application will have no impact on their operations. Our Engineer in charge of Traffic Planning has no comments with respect to this application."

City - Building Department

"Please be advised that the ancillary use of waste/garbage incineration to the permitted principle use of a public hospital is not regulated by Zoning By-Law 6593, provided that the waste to be incinerated is only generated by St. Joseph's Hospital at the above mentioned address."

City - Law Department

"I have no comments with respect to this matter."

City - Fire Department

"Be advised we have reviewed the reference material provided within your memo. In addition we have reviewed the existing installation with hospital staff. This Department has no objection to the issuance of a permit for a waste disposal site (incineration) at the subject location."

City - Planning and Development Department

"The subject lands, St. Joseph's Hospital, are situated in the Corktown Neighbourhood in an area of Hamilton's downtown. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Major Institutional. As noted in Policy A.2.6.1, "the primary permitted uses in areas exceeding 0.4 hectares in size designated on Schedule "A" as MAJOR INSTITUTIONAL, will consist of cultural facilities, health, welfare, educational, religious and governmental activities and accessory uses."

From reviewing the background material submitted with the application, it is evident that only bio-medical waste generated from within St. Joseph's Hospital is incinerated on-site. It does not appear that any bio-medical waste is transferred to St. Joseph's Hospital from other medical facilities for disposal/incineration. In addition, approximately one-third of the total bio-medical waste generated at the hospital is incinerated on-site and the remainder is sent out by a private hauler for incineration in Brampton. As such, this small component of a normal hospital operation does not conflict with the intent of the City of Hamilton Official Plan.

To alleviate potential concerns of neighbourhood residents, the Ministry of the Environment may wish to consider imposing a condition or restriction within the Certificate of Approval on the use of the bio-medical waste incinerator for use only of waste generated from within the medical activities of St. Joseph's Hospital."

Region - Planning

"The site is at St. Joseph's Hospital and the initial support documentation has been augmented by a Biomedical Waste Audit. The proposal does not conflict with the intent of the Regional Official Plan."

Region - Solid Waste Management

"No objection to St. Joseph's Hospital receiving a Provisional Certificate of Approval provided that all environmental safeguards normally associated with the disposal of ash are implemented to the satisfaction of the Ontario Ministry of the Environment."

(For the information of the Committee, Zenon Environmental Laboratories tested the incinerator ash on September 17, 1996 and found "all measured parameters are below maximum allowable Regulation 347 Leachate criteria.")

Region - Regulatory Environmental Management

"Review of the application and a previous site visit conducted on December 2, 1997 indicates that there appear to be no sewer use concerns related to the changes proposed by the applicant. The proposal put forth is acceptable with regards to Regional Sewer Use By-law R89-049."

Region - Environmental Health

"The application concerns the on-site incineration of bio-medical waste generated by activities in the hospital. The application is accompanied by an evaluation of waste generation and handling procedures as well as a consultant report on incinerator operation. These reports highlight the fact that source separation of waste was heretofore not well-practised at the hospital, and the fact that the combustion process produced a sooty discharge from time to time. Furthermore, the incinerator ash was analyzed for its content and all leachable materials were well below Ministry of Environment leachate criteria.

Provided that the advice on source separation and combustion chamber loading are followed, it would appear that the incineration will proceed with minimal impact on neighbouring communities. Although tests were not performed on stack emissions, we trust that the Ministry will ensure that its standards, criteria and guidelines for air pollution will be followed and if necessary monitored.

This Department therefore has no objection to this application for a Certificate of Approval provided that the operation of the incinerator proceeds as indicated and that the applicant satisfies all requirements of the Ministry of the Environment."

RECEIPT OF PUBLIC COMMENTS:

St. Joseph's Hospital is situated within a dense urban neighbourhood with residential apartments and other residential dwellings in close proximity. As such, a "Public Information Workshop" was held March 12, 1998 on site at St. Joseph's Hospital. Notice of the meeting was sent by mail to all residents (approximately 1,400 households) within a 120 metre/400 foot radius of St. Joseph's Hospital.

In attendance were City staff from the Planning and Development Department, Regional Environment Department staff, representatives from St. Joseph's Hospital and Ward Two Alderman Andrea Horwath.

Four individuals attended the meeting including two local residents. Concerns expressed included the hours of operation of the incinerator, the future intentions of St. Joseph's in regard to bio-medical waste disposal and the quantity of bio-medical waste incinerated. Comment sheets were also made available at the meeting, however none were returned. In addition, three phone calls were received by staff of the Planning and Development Department prior to the workshop meeting. Concerns expressed included hours of operation of the incinerator and the general level of pollution in this part of the City. These individuals were advised that the incinerator operates from 7:00 a.m. until 3:00 p.m. on a daily basis.

Subsequent to the workshop meeting, no other correspondence or phone calls were received by City staff on this matter.

REVIEW BY ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on April 8, 1998. The Director of Bio-Medical Engineering for St. Joseph's Hospital was also in attendance to respond to any questions. No further issues were identified in regard to the proposed Certificate of Approval.

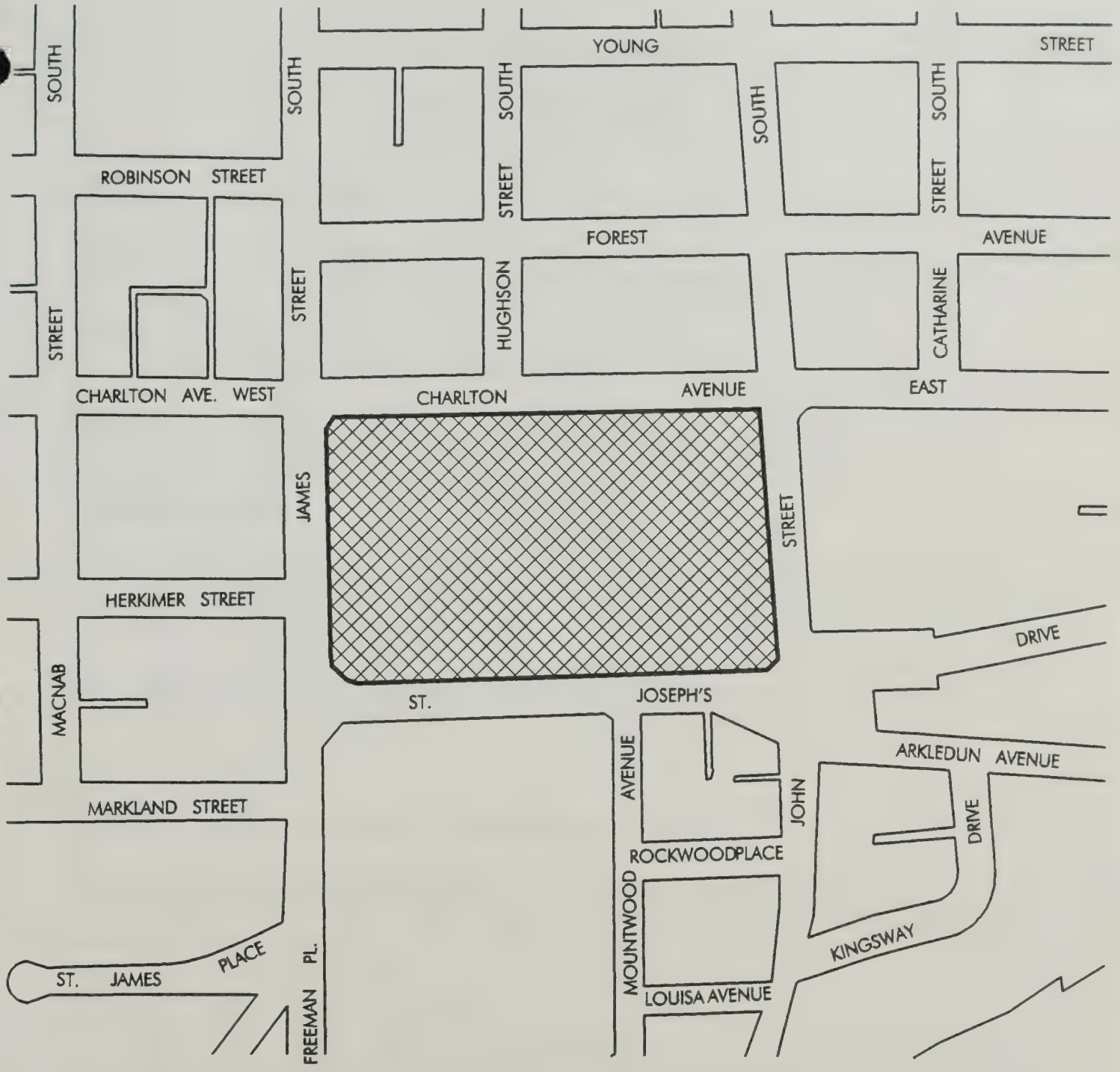
COMMENTS AND CONCLUSION:

The applicant, St. Joseph's Hospital, is seeking a Certificate of Approval to allow for the continued use of their bio-medical incinerator. The application was circulated to a number of municipal departments at the City and Region for comment and review. The Planning and Development Department and Building Department indicated that it would be desirable to incorporate some measure to ensure that the only bio-medical waste incinerated at the hospital is solely derived from medical activities undertaken on site.

Accordingly, the recommendation indicates that the City has no objection to the proposed Certificate of Approval provided that MOE Certificate of Approval No. A650132 has a clause that states "that the only bio-medical waste incinerated shall be generated from medical activities undertaken only at St. Joseph's Hospital".

KE/ke

n:\ke\moe98-01



NOTE: All dimensions are in metres

City of Hamilton

Key Map

ENV–MOECOA–98–01

Planning and Development Department

Legend

50 CHARLTON AVENUE EAST

North	Scale	Reference File No.
	NOT TO SCALE	
	Date	Drawn By
	March 1998	B. B.

4 (i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 27

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Reconstruction of Roadway and Sidewalks on Castlefield Drive from House #39 southerly to Fernwood Crescent**

RECOMMENDATION:

a) That the Commissioner of Transportation be authorized and directed to proceed with the reconstruction of the roadway and sidewalks on Castlefield Drive from #39 Castlefield Drive southerly to Fernwood Crescent.

b) That the cost of this work estimated at $183,000 be charged to Account CF 5200 529642001-1996 Roadway and Sidewalk Reconstruction Program.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1996 Roadway and Sidewalk Reconstruction Program currently has residual funds of approximately $463,000 which may be utilized for this project. This project will reduce the available balance to $280,000.

BACKGROUND:

The Region will be undertaking watermain replacement and storm sewer construction on Castlefield Drive within the above limits. The Region will be responsible for the restoration of the roadway over the excavation for the sewer and watermain trenches and any sidewalks damaged during the construction project. Since the existing condition of the roadway and sidewalks warrant complete reconstruction, it would be prudent to undertake this work in conjunction with the Region to take advantage of the cost sharing opportunity and to ensure the least disruption to the public. It was not possible to include this project in the 1998 Road and Sidewalk Improvement program due to budgetary constraints. However, the project should proceed utilizing the residual funds in the 1996 Roadway and Sidewalk Reconstruction Program to be co-ordinated with the Region's work.

RPM/rb

c.c. D. Y. Onishi, Director, Design and Construction, Roads Division, Transportation Dept.
c.c. A. Ross, City Treasurer

4(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 22
File No. TEC-132-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Process for the Sale of Surplus Municipal Parking Lots

RECOMMENDATION:

That the Committee endorse the revised process for disposing of surplus municipal parking lots as outlined on Schedule "A" attached to this report.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The revised process for disposing of surplus municipal parking lots will reduce duplication and the amount of time required to process such matters.

BACKGROUND:

In accordance with the elimination of the Hamilton Parking Authority, all policies, procedures and practices are currently under review. One such process which has been reviewed is the process for disposing of municipal parking lots when it is deemed that they are no longer required or are no longer financially viable. The process, which existed for many years, was as follows:

1. Staff review and recommendation based on revenues, expenses, proximity to other municipal parking lots, etc.

2. Staff recommendation forwarded to the Hamilton Parking Authority Board for a decision on whether or not to retain or dispose of the parking lot.

3. "Letters of Intent" to close and dispose of the municipal parking lot were sent to the two Ward Aldermen and an appropriate amount of time was allotted for them to comment.

4. Following receipt of the Ward Aldermen's comments (if any), the Real Estate Division was asked to circulate to the other municipal departments as well as a second circularization to the Ward Aldermen for comments.

5. After receiving all comments, the Real Estate Division then reported to the Finance and Administration Committee with a recommendation on whether or not to retain or dispose of the parking lot.

6. City Council's decision on whether or not to dispose of the property.

Since all municipal parking operations are now under the jurisdiction of the Transport and Environment Committee, the process, as outlined on the attachment to this report, is recommended and this will eliminate duplication and the amount of time necessary to process such matters.

MBH/kag
Attach.

c.c. Susan Reeder, Secretary
Finance and Administration Committee

c.c. Joe Schatz, City Clerk
Attention: Mike Watson, Manager, Real Estate Division

SCHEDULE "A"

PROPOSED PROCESS FOR SALE OF SURPLUS LOTS

i) Staff review and recommendation based on revenues, expenses, proximity to other municipal parking lots, etc.

ii) Real Estate Division is asked to circulate to other municipal departments and the Ward Aldermen for comments.

iii) Real Estate Division reports to the Transport and Environment Committee with a recommendation on whether or not to dispose of the municipal parking lot based on the comments received.

iv) City Council's decision on whether or not to dispose of the property.

4(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 23
File No. TEC-131-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Advertising Practices of the former Hamilton Parking Authority

RECOMMENDATION:

(a) That the practice of the former Hamilton Parking Authority Board of purchasing parking advertising and tickets for community events be discontinued and that all future requests for financial support be directed to the Finance and Administration Committee in accordance with current City practice; and

(b) That the practice of the former Hamilton Parking Authority Board of exchanging parking privileges in off-street parking lots for parking advertising, season tickets, etc., to various community events be discontinued; and

(c) That the request of the Hamilton Tiger Cats to provide an advertising panel at Ivor Wynne Stadium ($7,500. value) and season tickets ($3,600. value) in exchange for seven parking spaces ($8,400. value) in the Convention Centre Parking Facility be denied, but that staff be directed to negotiate and report back on a pay for parking arrangement for these spaces.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Discontinuing the practices of purchasing parking advertising and tickets for community events and exchanging parking privileges for parking advertising and tickets to various community events will result in an annual savings of $5,000. per year in the Parking Services operating budget. Also, a significant amount of staff time in processing and monitoring these activities will be eliminated.

No long-term commitments for parking were made to the Tiger Cats, as the former Hamilton Parking Authority has dealt with this request annually since 1993.

BACKGROUND:

For many years, the former Hamilton Parking Authority Board authorized the purchase of parking advertising and tickets for various annual community events (ie. CYO Dinner, Negev Dinner, Opera Hamilton, etc.). Also, the Parking Authority authorized "Contra-Advertising" whereby parking privileges were granted for various event organizers and staff in exchange for free advertising of the Hamilton Parking Authority facilities, event tickets, etc. Annual sponsorships are for the Hamilton Tiger Cat Executive office ($8,000. - $9,000. in parking annually) and the Hamilton Bulldogs ($15,000. in parking annually). In accordance with the elimination of the Hamilton Parking Authority, these practices have been reviewed for conformity to current City practices.

The City considers requests for financial sponsorship through the Finance and Administration Committee, and has actively supported community events and organizations in the past. Thus, there has been some duplication by the City and the former Parking Authority. Staff are of the opinion that the advertising of municipal parking facilities has little, if any, value. Thus, this practice is merely a "subsidy" for these events and in accordance with current City practice should be dealt with by the Finance and Administration Committee.

By letter dated 1998 April 07, the Hamilton Tiger Cats requested seven free parking spaces in the Convention Centre Parking Facility in exchange for 12 Tiger Cat season tickets and an advertising panel at Ivor Wynne. It is recommended that no further exchange of tickets/advertising take place, but that staff be directed to attempt to reach a mutually agreeable business arrangement for parking for the Tiger Cat executive office. The Tiger Cats may choose to park in the private Jackson Square underground parking, but that rate would apparently be approximately $9,200. to park seven vehicles at that location. The normal rate for seven spaces in the Convention Centre Parking Facility is $8,400.

A similar arrangement with the Hamilton Bulldogs has been in place for the last two years, and six season tickets and advertising have been provided in exchange for approximately $15,000. in parking. The Bulldogs playoff tickets which were reserved for the former Hamilton Parking Authority were returned to that organization on 1998 April 30.

Arrangement for all future one-time special events (ie. Bank of Montreal Skating Championships, etc.) would be reported to and dealt with by the Committee as they occur.

MH
MBH/kag

c.c. Alderman Dave Wilson, Chairman
Finance and Administration Committee

c.c. Susan Reeder, Secretary
Finance and Administration Committee

4(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 20
File No. TEC-108-98 / Author: G. F. Corsini

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Request from The RoyalCrest LifeCare Group for Reserved Parking on Municipal Parking Facilities

RECOMMENDATION:

(a) That the City of Hamilton enter into an agreement satisfactory to the City Solicitor with The RoyalCrest LifeCare Group, for a period of not less than five years and with an option in favour of the City to renew the agreement for a subsequent period of up to five years, whereby parking sufficient for a total of 40 vehicles is reserved for the exclusive use of The RoyalCrest LifeCare Group at the Municipal Parking Facilities located at King and Jarvis Streets, Main Street and Ferguson Avenue, and King William and Wellington Streets; and,

(b) That the aforesaid agreement include provisions whereby the Parking Facilities, and the reserved spaces thereon, remain under the sole jurisdiction, management and control of the City, and requiring that RoyalCrest LifeCare Group purchase 40 parking permits each year, from the Department of Public Works and Traffic, at a rate which shall increase by not more than one dollar per permit for each successive year and which shall be $22 per permit, including Provincial Sales Tax and Goods and Services Tax, for the first year of the agreement; and,

(c) That the Commissioner of Public Works and Traffic and the City Solicitor be directed to prepare and implement the subject agreement.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenues of approximately $67,000 will accrue to the City over the five year term of the agreement, without requiring additional increases in expenditures or staff.

BACKGROUND:

Staff have received a request from Mr. Al Martino, of The RoyalCrest LifeCare Group, to formalize a long-term parking agreement for up to 40 vehicles. RoyalCrest has relocated their Head Office to a newly acquired facility at 307 King Street East, and has requested a 10 year lease, with an option in their favour to renew after five years.

In the past, the Parking Authority did not lease or reserve parking for private companies or individuals. Parking permits were issued on a month-to-month basis with a prepayment option of up to one year and permit holders had no special status with respect to available parking spaces. However, given the under-utilization of the municipal parking lots in the vicinity of 307 King East, and considering that RoyalCrest also intends to establish a restaurant at this location, which will generate additional economic activity in the area, staff recommends that a five year parking agreement with The RoyalCrest LifeCare Group be entered into, provided that the agreement be in a form similar to that of a license in order to preserve the City's control over the lands, and that the any renewal option be in favour of the City to protect the City's ability to respond to fluctuations in the demand for off-street parking and the real estate market.

Staff acknowledges that such an agreement might be inconsistent with an overall downtown parking strategy which is, at present, being developed as a part of the Downtown Transportation Plan (Smart Moves), and which may propose the implementation of initiatives to discourage long-term employee/commuter parking in the downtown and encourage the use of transit. Nevertheless, the concurrent benefits associated with assisting this business to relocate to the downtown area would appear to mitigate any policy inconsistencies which might exist and, therefore, staff supports the request, subject to the recommended modifications.

MBH

4(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 30
File No. TEC-139-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rental of Bay Street and King Street Site for Municipal Parking

RECOMMENDATION:

(a) That the City not renew its lease with Leggat Investments Limited and Oakland "6" Limited for municipal parking at the south-west corner of Bay and King Streets; and

(b) That staff be directed to prepare and report back with a marketing plan to promote the use of the York Boulevard Parkade and the Convention Centre parking facility during special events at Copps Coliseum.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

While the rental charges for this property have been negotiated downwards by $50,000. annually, the projected losses for 1998 would be at least $30,000. despite exhaustive efforts by staff to reduce expenses and increase revenues for this property.

The lease for this property expired in February 1998 and arrangements were made with the owner to continue operating on a month by month basis until the City Council has an opportunity to deal with the matter.

BACKGROUND:

The Finance and Administration Committee, at its meeting held on 1998 March 3, referred back the following recommendation to the Hamilton Parking Authority for further discussion:

"a) That the City renew its lease with Leggat Investments Limited and Oakland "6" Limited for the lands located at 22

and 30 Bay Street South, Hamilton, plus 191 King Street West, Hamilton (South-west corner of Bay and King Streets), for a period of sixty-two months beginning 1998 February 1, at a net annual rent of $115,000 per annum ($9,583.33 per month) up to the end of sixty months; and at a monthly rent of $13,750 for the last two (2) months; and

b) That the City agree to a participation with the owners of any net profit on a 50/50 basis from the beginning of the fourth year of the lease to its completion."

As the Hamilton Parking Authority was eliminated as of 1998 March 31, this matter is now being forwarded to the Transport and Environment Committee for consideration. The lease on this property expired at the end of February, 1998, and arrangements have been made with the owner to continue operating a parking lot at this location on a month by month basis until the City Council has an opportunity to deal with the matter.

Although this parking lot is located in a high profile part of the Downtown community and in close proximity to Copps Coliseum, this parking lot has been operating at a loss for many years, as follows:

Year	Losses
1995	$101,939.07
1996	$101,723.48
1997	$ 65,983.29
1998	$ 30,000.00 (projected)*

** The projected losses for 1998 are based on a negotiated reduced rental charge of $50,000. annually. However, this projected loss is very optimistic and requires exhaustive efforts on the part of staff in trying to minimize costs and increase revenues for this parking lot.*

The York Boulevard Parkade and the Convention Centre parking facility are also in close proximities to Copps Coliseum, but records show that these facilities are under utilized during special events at Copps Coliseum. During major events at Copps, the York Parkade is only about 22 percent occupied and at the same time the Convention Centre facility is only about 29 percent occupied. Therefore, it might be appropriate to not renew the lease on the King and Bay property but to promote the use of the other municipally owned parking facilities during special events.

MBH/kag

4(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 20
File No. TEC-124-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Main Street West, south of Whitney Avenue - School Crossing Guard

RECOMMENDATION:

That the School Crossing Guard service on Main Street West, south of Whitney Avenue (adjacent to White Chapel Cemetery), be discontinued.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this school crossing location will not result in any savings or require the displacement of any employee. The use of Spare School Crossing Guards will be more efficient as a result of this action.

BACKGROUND:

The school crossing location on Main Street West, south of Whitney Avenue, is currently supervised during the morning crossing period only. Past history indicates that students attending Dalewood School were required to cross Main, from west to east, only in the mornings, in order to board Hamilton Street Railway buses, while in the evening they got off the bus on the west side of Main. Recent surveys indicate that two children regularly use the school crossing during the morning school crossing period and both are currently in Grade Eight at Dalewood School. Historically, there has never been more than two or three children crossing at this location. The Hamilton-Wentworth District School Board has advised that a school bus now services this area and that all children can now board the school bus without having to cross Main Street West.

The Principal of Dalewood School and the parents of the two children have been advised of this proposal and have no objection to the removal of the supervised school crossing.

There is no permanent employee assigned to this school crossing as it is very difficult to hire someone to work less than one hour per day. The location has been attended by a Spare School Crossing Guard whose function is to work at locations where permanent employees are off sick, on vacation etc. Removal of this school crossing will "free up" one Spare during the morning periods to assist at other vacant school crossings. This will be of major assistance during the winter months when it is sometimes necessary to have a School Crossing Supervisor or the Regional Police attend vacant locations.

TA/MBH/kag


E/S-17
A
LIMITS
MAIN
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AVE
BEAUCOURT
PL
BUTTY
PL
ROAD
HAROLD
STREET
COURT
DRIVE
PURVIS
VATES
DR
CARWYN
CRES
BLACKWOOD
LOWER HORNING
RD
E/S-708
E/S-1008
E/S-52
WEST
E/S-91
G/S-455
E/S-109
E-2/S-407
RT-20
S-893
M.E.P.C.
A/S-395
B-1
CHEDOKE
EXPRESSWAY
(HIGHWAY No. 403)
HAMILTON
CITY
ARROW

4(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 28
T111-33 S604-103 G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Sale of Closed Road Allowances to Region
- Amendment to By-law No. 98-080 (R-98-24)

RECOMMENDATION:

(a) That By-law No. 98-080 enacted on 1998 March 10 to authorize sale to the Region of several closed City highways, including a portion of Hixon Street (Part 1, Plan 62R-11546), be amended by deleting from the highways to be sold, the said portion of Hixon Street; and,

(b) That the attached draft By-law to amend By-law No. 98-080 in accordance with the foregoing be introduced and approved; and,

(c) That the Region's request, (as Purchaser, pursuant to section 7(c) of the Region's 1997 November 11 Offer To Purchase), to complete the Red Hill land sales in several phases, be approved with respect to the lands and former roads (except the said Hixon Street); and,

(d) That following the completion of the City's Red Hill land sales to the Region, that the Senior Director, Roads Division, be directed to report to the Transport and Environment Committee on how Hixon Street may be divided up pursuant to which this Street may also be offered by the City for sale subject to and in accordance with the rights of abutting owners to purchase same pursuant to the Municipal Act.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...2

Sale of Closed Road Allowances to Region - Amendment to By-law No. 98-080

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Sale of Closed Road Allowances to Region

On 1998 March 10, City Council passed a by-law to authorize the sale to the Region of Hamilton-Wentworth portions of six closed road allowances within the Red Hill Creek valley.

Court Application -- By-law No. 98-080

A Court Application was brought by R. DeClerico for an Order to set aside City By-law No. 98-080 authorizing the sale to the Region of several closed City highways, including a "closed" portion of Hixon Street.

Mr. DeClerico had claimed that By-law No. 98-080 was not valid because it authorized the sale to the Region of the northerly 33 feet of Hixon Street, which he claimed, the Municipal Act requires to be sold to him. Mr DeClerico claimed the right to acquire the northerly half of Hixon Street, -- in addition to the 33 foot southerly half of Hixon Street, which had already been excluded from sale to the Region by Council in By-law No. 98-080.

Enactment of the highway sale By-law No. 98-080 was recommended to your Committee by Report dated 1998 February 18 from the Roads Division on the basis that each highway had already been closed pursuant to the Municipal Act. The surveys of Hixon Street stated that it had been closed in 1973 pursuant to By-law No. 73-237.

By-law No. 73-237

In reviewing the City's rights to sell the Region the northerly 33 foot half of this "closed" Hixon Street road allowance, City By-law No. 73-237, was examined by the Law Department. The Law Department advises that, in fact, City By-law No. 73-237 did not close Hixon Street. Rather, By-law No. 73-237 is an uncommon registered highway By-law which only closed this portion of Hixon Street "to vehicular traffic". By-law No. 73-237 allowed Hixon Street to continue as "an open highway" for use by pedestrians. This open highway cannot be sold by the City to anyone as contemplated in Sale By-law No. 98-080, except after the requirements for the closure and sale of this highway under the Municipal Act have been fulfilled.

The City's Agreement of Purchase and Sale with the Region regarding each highway intended to be sold, states that notwithstanding such agreement, the highway sales are subject to the

Cont'd...3

Sale of Closed Road Allowances to Region - Amendment to By-law No. 98-080

City's compliance with the requirements of Municipal Act, upon which it is in City Council's discretion (after advertising and holding a meeting for public input on a proposed highway sale) to decide whether or not each highway shall be closed and sold to the Region. The Agreement further states that this discretion is to be exercised in good faith.

As a result, for different reasons other than those raised by Mr. DeClerico's Court Application, insofar as a portion of By-law No. 98-080 purports to authorize the sale of Hixon Street, the said portion of By-law No. 98-080 is not effective because this Street must first be closed.

Accordingly, it is recommended above that the City's Sale By-law No. 98-080 be amended to delete its provision authorizing the sale of Hixon Street.

Phasing of land sales

The Agreement with the Region also provides [section 7(c)], "If requested by the Purchaser (the Region), the Vendor, in its discretion may agree to close the sale of part or parts of the subject lands on or before the closing dates..."

To avoid/minimize further delay on this matter, the above recommendation is also made that the Region's request to complete the balance of the land sale (other than the said Hixon Street) be approved and that no action be taken by the City in respect of the potential closure and sale of Hixon Street until after the City has carried out the sale of the balance of the land to the Region.

Following completion of the sale of the balance of the City's lands to the Region,

(a) the Transport and Environment Committee may then consider a report of the Senior Director, Roads Division as to which portions of Hixon street may also be sold and which portions the abutting owners may be entitled to purchase pursuant to the Municipal Act; and/or,

(b) the City may authorize an amending agreement with the Region to delete Hixon Street (or a portion of Hixon Street) from the City sale to the Region. Subsequently, the Region may exercise its statutory jurisdiction to assume this open City highway as a Regional road.

:ga

cc: D. Powers, Senior Solicitor, Development & Real Estate Services
Law Department

M. Watson, Manager, Real Estate Division
City Clerk's Department

Bill No. A-

The Corporation of the City of Hamilton

BY-LAW NO. 98-

To Amend:

By-law No. 98-080

Respecting:

THE SALE OF A PORTION OF HIXON STREET

WHEREAS the Council of The Corporation of the City of Hamilton passed By-law No. 98-080 on the 10th day of March 1998 to authorize the sale to The Regional Municipality of Hamilton-Wentworth of several closed highways specified therein, including a portion of Hixon Street;

AND WHEREAS By-law No. 98-080 recites that the portion of Hixon Street described therein was a highway closed by By-law No. 73-237, registered as Instrument Number 304001 AB;

AND WHEREAS an inspection of By-law No. 73-237 discloses that the said portion of Hixon Street was only closed to vehicular traffic and that this highway was not, in fact, a closed highway;

AND WHEREAS it is desirable therefore to amend By-law No. 98-080 by deleting from the highways authorized to be sold to the Region the said portion of Hixon Street.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (a) Section 1 of By-law No. 98-080 is amended by deleting from the list of closed highways to be sold to the Region, that portion of the highway known as Hixon Street, being the third highway described in said section 1 as follows:

> "Part of Part 4, Plan 62R-11340, being part of the Original road allowance between Concessions 3 & 4, in the geographic township of Saltfleet as closed by By-law No. 73-237, registered as Instrument No. 304001 AB, other than the portion thereof shown on the attached sketch, at the sale price of $2,714.41."

(b) The sketch attached to By-law No. 98-080 and referred to in the said description of Hixon Street in Section 1 of the By-law is also deleted from By-law No. 98-080.

2. By-law No. 98-080, except as amended herein, is hereby confirmed.

PASSED this day of A.D. 1998

CITY CLERK MAYOR

OF

5.

OFFICE OF THE REGIONAL CLERI

MEMORANDUM

****

F.Y.A.

TO: J. J. Schatz
City Clerk
City Clerk's Department

YOUR FILE: —

FROM: Carolyn A. Biggs
Legislative Assistant

OUR FILE:
PHONE: (905) 546-2604

SUBJECT: **Transportation Services Committee Report 3-98**

DATE: 1998 March 12

Regional Council, at its meeting held on Tuesday, February 3, 1998, approveed Item 1 of Transportation Services Committee Report 3-98 respecting "Employee Trip Reduction" (TRA98004), as follows:

"1. Employee Trip Reduction Plan (TRA98004)

a) That the intentions of the recommendations contained in Report TRA98004 respecting Employee Trip Reduction Plan be agreed upon pending a response from the City of Hamilton with respect to their participation in this program;

b) That Regional and City staff be requested to examine the issue of the availability of parking spaces at City and Regional buildings for the public, and a report brought back with recommendations that would begin to reduce the number of spaces allocated to staff and politicians, and increase the number o spaces for the public."

As indicated in subsection (a), it would be appreciated if you could take the necessary steps to have this matter placed on the agenda of the appropriate City of Hamilton Standing Committee for consideration. Enclosed is a copy of Report TRA98004.

Please do not hesitate to contact the writer, should you require additional information.

/cab.
Encl.

c.c. L. D. Turvey, Commissioner of Transportation
J. D. Thoms, Commissioner of Regional Environment

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: January 15, 1998

REPORT TO: Chairman and Members of
Transportation Services Committee

Chairman and Members of
Environmental Services Committee

FROM:

J.D. Thoms
Commissioner
Regional Environment Dept.

L. D. Turvey
Commissioner of Transportation
Regional Transportation Dept.

SUBJECT: **Employee Trip Reduction Plan**
TRA98004

RECOMMENDATION:

a) That Regional Council endorse the implementation of an Employee Trip Reduction Plan in 1998 as outlined in Report TRA98004.

b) That the Program Coordination be undertaken by existing staff within the Regional Transportation and Environment Departments to introduce the program in 1998.

c) That a Corporate Work Group be established to carry out the necessary activities with representatives from the affected Regional Departments.

d) That each Regional Department provide $5.00 per employee to fund the Program in 1998 from existing Budgets.

e) That this report be forwarded to the City of Hamilton and the Police Services Board requesting their favourable consideration of a similar program for their employees.

f) That the Chief Administrative Officer negotiate adjustments to current employment contracts to reflect the implementation of the Employee Trip Reduction Plan.

J.D. Thoms
Commissioner
Regional Environment Department

L. D. Turvey
Commissioner of Transportation
Regional Transportation Department

FINANCIAL IMPLICATIONS:

The program will be self-funded through paid parking and other revenues from employees. However, following implementation, it is anticipated that the costs to the Region of providing employee parking would be reduced by approximately $20,000 annually and this savings will increase in the longer term.

STAFFING IMPLICATIONS:

Staff time from several key departments will be required, primarily during the first year. This staff commitment would be provided from the existing Regional staff complement.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The implementation of the Employee Trip Reduction Plan will directly encourage reduced vehicular travel in the downtown core area of Hamilton. Indirectly, it is intended that this program will service as a model to be followed by other major employers in downtown Hamilton. It is in direct support of:

- Hamilton-Wentworth Air Quality Initiatives (HAQI) Summary Report which calls for short term actions to reduce air pollution in the community.
- Downtown Hamilton rejuvenation plans and proposals which stress the importance of reduced vehicular traffic and more emphasis on pedestrian activity in the downtown.
- Regional Transportation Review which recommended that the Region establish a Travel Demand Reduction Program for municipal employees.
- Vision 2020 which called for leadership by example in encouraging more sustainable travel behaviour.

BACKGROUND:

Hamilton-Wentworth Region is committed to the creation of a "Sustainable Region" which has been conceptually described through VISION 2020. This vision challenges local government, citizens, business and community groups to think about their actions and to change their behaviour to ensure a more sustainable future. Essential to the achievement of this vision is the concept of Leadership by Example.

A major element of VISION 2020 is changing our mode of transportation. In the report "Implementing Vision 2020 - Detailed Strategies and Actions Creating a Sustainable Region", a primary strategy in achieving the transportation goals was to provide incentives to Regional Government staff to make use of alternative modes of transportation. Subsequently, the Regional Transportation Review recommended:

- *That the Region ensure leadership by example by establishing a Travel Demand Reduction Program for Municipal Employees.*

This recommendation, along with others, was approved by Regional Council in August, 1996.

This report presents a proposed program for implementation of an employee trip reduction plan, consistent with earlier policy directives. The objective of a trip reduction program is to significantly reduce the amount of employee travel by single occupant vehicles (SOV). This objective would be achieved by encouraging employees to utilize more sustainable forms of transportation such as walking, cycling, public transit or car pools. To achieve a change in travel behaviour will require a comprehensive plan which includes both "disincentives" and "incentives". It will also require open communication with the employees and flexibility in ensuring specific employee needs and concerns are recognized.

It is an appropriate time for the Region to undertake this program. The recent Hamilton-Wentworth Air Quality Initiative (HAQI) Summary Report outlined the human health impacts of air pollution within the Region. That report suggested that about 90 premature deaths and 300 hospital admissions occur annually as a direct result of air pollution. Vehicular emissions were identified as one of the major sources of air pollution.

There has also been an increased awareness of the need to rejuvenate downtown Hamilton as the major Regional centre. One of the issues related to the downtown core area which has received considerable attention is excessive vehicular traffic. Active measures to reduce vehicle traffic will provide a visible example that the Region is prepared to make changes to create a better environment in the downtown to support other current rejuvenation initiatives.

CURRENT SITUATION:

The Region of Hamilton-Wentworth currently has about 1,950 full-time employees (excluding the Hamilton-Wentworth Regional Police, which has approximately 950 full-time employees, and other smaller operations such as Wentworth Libraries, Hamilton Airport, etc.). The distribution of work place locations of these 1,950 employees is as follows:

• Downtown core area	685 employees	(35%)
• Rest of lower Hamilton	788 employees	(40%)
• Hamilton Mountain	253 employees	(13%)
• Dundas	137 employees	(7%)
• Glanbrook	42 employees	(2%)
• Ancaster, Flamborough & Stoney Creek	44 employees	(2%)

There is not a substantial amount of data available on Regional employees' travel behaviour but it can be generally assumed that it is similar to the overall Regional workforce. In the downtown area, the primary means of travel to and from work is the private automobile. About 15% of downtown work trips utilize public transit and a similar percentage utilize walking or bicycle modes of travel. With Regional employees, this behaviour is supported by the provision of free parking space to roughly 40% of the employees located in the downtown core area. About 275 employees are provided free parking space, generally as follows:

- 131 parking spaces leased from Hamilton Parking Authority.
- 101 parking spaces at City Hall lot provided free by Hamilton Parking Authority.
- 43 parking spaces leased from private lots or included in office space lease.

The direct lease costs to the Region of employee parking spaces is about $115,000 annually. This does not include the free spaces at City Hall Also, it does not include the cost of parking spaces included in office lease agreements or the various costs associated with lots directly owned and maintained by Regional Departments. The total cost of employee parking to the Region will be substantially higher than $115,000. It should be noted that most of the leased parking space is in the downtown core.

The market value of employee parking space varies widely depending on location, amenities and local supply and demand. Typical rates are as follows:

- Downtown indoor parking space: $90-$100 per month.
- Downtown outdoor parking space: $40-$60 per month.
- Urban area, outside downtown, outdoor parking space: $20-$40 per month.
- Suburban area, industrial area, rural area outdoor parking space: $10-$20 per month.

In the downtown core area many employees (probably 20% to 40%) pay for vehicle parking space directly themselves.

A number of Regional employees are required to have an automobile available as part of their job requirements. The most significant group are the approximately 100 public health nurses who have a provision in their collective agreement requiring that the

Region provide free parking space. This is the only group that the Region is required to provide free parking for through a collective agreement provision. The employees of HSR have a free bus pass which is a requirement under their collective agreements.

OTHER RELATED EXPERIENCE

The Region has considered changing the ways which staff get to work before. Experience here shows that changing travel habits is not an easy undertaking. People tend to resist change, particularly in an environment which has been in a state of flux. However, there are several communities where staff work travel patterns have successfully been changed. The experience in these communities provides encouragement that these programs can be successful.

Seattle

This is a highly unionized municipality. Six of the eight work sites are outside the Central Business District. They have a long history of free employee parking. The people in Seattle believe their success stems from the fact that they brought the employees and the unions into the planning process early. Employees and management together established the elements of the program, which included a parking fee that would be charged ($15/month), a discount for transit pass purchasers ($15/month) and a Guaranteed Ride Home for employees who normally use public transit, carpools or bicycles.

Bellevue, Washington

Located in the Seattle Metropolitan area, Bellevue also moved to charging parking fees, but they chose a higher rate ($25/month). They use the revenues to fund their trip reduction incentives. Employees who use an alternative commuting mode at least 60% of the time receive free parking on the days they drive. Employees who walk, bicycle or carpool at least 80% of the time get a $15/month incentive. Employees who take the bus 80% of the time receive a free bus pass. The vanpool service is subsidized, thus minimizing the cost to employees. Because of their pro- active approach, Bellevue has been able to adopt an ordinance requiring private sector employers to offer similar programs to their staff.

Chicago, Illinois

Here ride-sharing has been successful. It is facilitated by a computer supported ride matching services to connect people who live close to each other.

Los Angeles, California

A compressed work week helped to reduce the number of trips to work and increase the hours in which the public can access municipal staff and service, notwithstanding the reductions in the total staff complement. There are a number of combinations:

- ten days' hours in nine days
- four ten hour days
- three twelve hour days plus one 8 hour day every other week

Huntington Beach, California

Credits are awarded to people who participate in the alternate commute program, based on a scale which rewards according to the amount the pollutants drop:

2 person carpool	=	2 credits per day
3 person carpool	=	3 credits per day
4 person carpool, vanpool, or public transit	=	4 credits per day
walking or cycling	=	5 credits per day

Credits are valued at 75% when exchanged for gift certificates. There is also an exchange rate for time off: 140 credits for an eight hour shift. A bicycle commuter can earn one day off after 28 days, while a two person carpool can earn a day off after 70 days.

There is also a Bicycle program in which unclaimed bikes are serviced, licensed, equipped with lights and issued to employees. After a minimum of 25 rides to work the employee receives title to the bike. Employees who maintain a high level of participation for a year receive recognition in the form of a gift, a special luncheon and membership in the "75% club".

Local Experience

Staff have made some inquiries with other major employers in the Region to identify local experience with employee trip reduction initiatives. A few specific cases were identified:

- McMaster Health Sciences Centre have designated a Travel Coordinator and are establishing a program of ride sharing and employee parking policies.

- Canada Centre for Inland Waters is currently planning to introduce a program of paid parking and car pooling for employees.

- McMaster University charges all employees for parking.

From the collective experiences of these and other programs, keys to success can be identified:

i) A successful program will be an integrated, coordinated and comprehensive program of services, incentives and other measures which can include, but are not restricted to:
   - ride sharing
   - transit incentives
   - parking policies
   - trip elimination
   - bicycling and pedestrian incentives
   - promotional activities

ii) Broad staff and unions involvement early in the process.

iii) Be prepared for criticism. There are other communities who have been through this already and can help to anticipate what the criticisms will be and how to prepare for them.

PRELIMINARY PROGRAM OUTLINE

The experience from other areas indicates that a fairly broad range of measures can be utilized as part of an employee trip reduction program. The most effective programs have generally included:

- Removal or reduction of free parking.
- Effective communication and employee participation.
- Provision of a range of alternatives.
- Use of incentives to encourage the use of alternative modes.

Based on this experience and the review of the current situation, a preliminary program has been developed for discussion and further refinement as required. The main components of the program are outlined below.

Employee Communications

An effective awareness and education campaign is required in order to ensure that all Regional employees, collective bargaining units and Council members fully understand the background, objectives, components and benefits of the Program. The campaign should generate interest and stimulate participation.

A two-way communication approach would be utilized in which the Program Coordinator and the Departmental Work Group would play an integral role. A special phone line and focus group / questionnaire surveys would allow for employee feedback.

Campaign media would include bulletin boards, intranet, paycheque inserts, information meetings, in-house displays, e-mail, mailings to home, brochures and flyers, progress reports.

The Coordinator and the Work Group would produce one-time events, annual events and contests and awards to support the Program.

The campaign would also include a "community" component to facilitate "leadership by example". Through the internet, news releases and media conferences, the Regional experience can be shared with all citizens at little or no cost. The Coordinator and members of the Work Group could also provide a cost-free speakers bureau for the community.

Other than staff time, out of pocket costs would be about $5,000 during the initial year.

Employee Paid Parking

All employees currently provided with free parking by the Region would be given the option of:

- Discontinuing their use of the parking.
- Paying for the parking space through payroll deduction.
- Giving up the parking space in return for a subsidized transit pass.
- Giving up the parking space in return for a bicycle locker.

It is proposed that the payment for parking would initially be set at a rate of 25% to 50% of the market rate in the surrounding area. In the longer term it may be feasible to eliminate free employee parking. If an employee elected to discontinue their parking space, they would have the option of having the 25% to 50% payment amount as a subsidy towards the cost of an employee transit pass.

It is also suggested that employees could be exempted from the requirement for paying for parking, if:

- Their work place is over 750m walking distance from a bus route.
- The employee is required to have a car available for daily use in performing the essential duties of their job (eg. Public Health Nurses and some other positions).
- The employee is a driver for a regular, bonafide carpool of 2 or more passengers.

In discussions with the Human Resources Services it has been suggested that the collective bargaining units should be notified of the Region's intent to charge employees for parking spaces and to provide options to free parking. The only employee group entitled to parking under a collective agreement are the public health nurses. If Management Board approves the plan, the bargaining units should be notified early in 1998.

As a preliminary estimate, if it is assumed that 2/3 of the employees keep their parking space and pay 25% of the market value of the space, the annual revenue would be at least $50,000.

Employee Transit Passes

All employees would be offered a photo I.D. transit pass providing unlimited use of HSR services. The passes would be purchased from HSR at 95% of the cost of a monthly pass. The funding of the passes would be as follows:

- The passes would be subsidized at a rate of about $5.00 to $10.00 per month (eg. 10% to 15%) by the Employee Trip Reduction Program.

- In the case of employees giving up a free parking space in favour of an employee transit pass, the rate of subsidy could be higher. For example, 25% of the market value of the parking space which would be funded by the Department which previously paid for the parking.

- The balance of the pass cost, to make up the price of 95% of the monthly pass price would be paid by the employee through payroll deduction.

Through this arrangement, Regional employees would be able to obtain a transit pass at a cost of about 80% to 85% of the cost of a monthly bus pass. On a payroll deduction plan, this would amount to about a $20.00 deduction per paycheque. For employees who gave up a parking space the amount would be less.

As a preliminary estimate, it is assumed that about 150 Regional employees would take advantage of this arrangement. The cost of subsidy at $10 per month would be $18,000 annually.

Employee Carpool Service

A carpool coordination service would be offered to all Regional employees to encourage carpooling to and from work. Employees wishing to participate in the program, either as drivers or passengers, would submit an application indicating home origin, work destination, start time, finish time and any specific constraints (eg. non-

smoker). The carpool service would utilize an available computer software package to facilitate potential carpool matches which would be provided to the applicants. It is proposed that a carpool incentive would be provided to drivers with a carpool of 2 or more passengers, in the form of a monthly payment or a subsidized parking space.

A preliminary analysis of worksites and the home addresses of staff has been completed. When more than 15 people at one work site also live close to each other, the potential for carpooling was considered good. There is good potential for carpooling for 34 groups of staff. Areas where the potential for ride sharing is more limited include the Flamborough Yards; Dundas; 2825 and 2757 King St. East; Woodward Street; 911 Arvin Avenue; 1447 Upper Ottawa; Fiddlers Green Road and Queenston Road/Mount Albion Road. For planning purposes, it could be assumed that 30 carpools would be formed (i.e. 30 drivers with 100 passengers). If these carpool drivers were provided an incentive payment, equivalent to $15 per month, this activity would cost the program about $6,000 annually.

Employee Bicycle Facilities

It is proposed to utilize available funds from the program to develop improved bicycle facilities at major employment locations. A bicycle user group (BUG) would be established for employees to share information and to decide on the type and location of facilities that would serve commuters. This could include the following:

- Secure parking spaces in buildings such as City Hall, the Eaton Centre and closed off areas in the Hamilton parking garages.

- Provide change rooms and lockers (showers optional).

- Provide a limited number of free bus tickets for days of inclement weather.

The cost of the bicycle program would be in the order of $10,000 annually.

Business Trip Reduction Incentives

Employees travelling during the day for business purposes would be encouraged to reduce private vehicle use as a cost-saving measure and to reduce vehicular travel. This could be achieved through payment of mileage rates for bicycle use and the provision of bus tickets by Departments. Specific details of the incentives would be developed during the initial phase of the program. It is not expected that this component would require additional costs.

ADMINISTRATION

To ensure that the Program can be sustained in the longer term it is important that an administrative and budget framework are established to support it. The administrative framework would consist of the following:

- The Program Coordinator function would be assigned to existing staff within the Regional Transportation & Environment Departments. During the first 6 months of the Program, it is anticipated that this program would require 50% to 100% of a full-time equivalent. On an ongoing basis it is likely to be in the order of 25% to 35% of one person's time.

- A Departmental Work Group should be designated to provide Departmental input and to coordinate activities. This group would have representatives from:
  - Environmental Department
  - Transportation Department (Roads, HSR)
  - Health
  - Social Services
  - Human Resources
  - Finance

  Meetings would only be held as required.

- Specific components of the program would be delegated to Departments to organize and carry out the necessary work.

The Program Budget would be self funding, with no impact on Regional taxpayers. However, in 1998 it may be necessary to provide some initial "seed money" from each Department. This could be on a per employee basis. Preliminary Budget estimates are as follows:

Revenues:	• Contribution ($5.00 per employee to each Department)	$10,000 (1998 only)
	• Employee Paid Parking revenue (payroll deduction)	$50,000 (annually)
	• Employee Transit Pass payments (payroll deduction)	$80,000 (annually)
Expenditures:	• Employee Pass Payment to HSR	$95,000 (annually)
	• Carpool Driver Incentives	$10,000 (annually)
	• Bicycle facilities and services	$10,000 (annually)
	• Employee communications printing, distribution costs	$5,000 (annually)
	• Contingency and other	$20,000 (annually)

IMPLEMENTATION WORK PLAN

• Approval by Management Board	January 1998
• Design and distribute initial employee communications	March 1998
• Assess employee feedback and refine program	May 1998
• Implementation of employee paid parking programs	July 1998
• Initial provision of employee carpool service	August 1998
• Installation of 1998 Bicycle Facilities	September 1998
• Monitoring of Program and Reporting	Ongoing

WBO/cb

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 May 4th
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 April 6th

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 123 Campbell Avenue
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(b) West side of Dalewood Avenue between Arnold Street and Traymore

(c) South side of Burlington Street East, east of Catharine Street North

(d) King William Street between Walnut Street and Ferguson Avenue

(e) Theatre Aquarius, 190 King William Street

(f) John Street South between St. Joseph's Drive and Rockwood Place

(g) No. 81 East 24th Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 36 Somerset Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) Woodman Drive South between Queenston Road and Secord Drive

(j) Vine Street between James Street and MacNab Street

(k) No. 19 Keith Street
Request to Remove an Existing Reserved
"Permit Parking" Space for a Disabled Resident

(l) Royal Connaught Hotel, 112 King Street East

(m) Corsica Court, north of Bonaparte Way

ii. **Miscellaneous**

(a) School Bus Loading Zone
Brigade Drive Adjacent to Helen Detwiler School

(b) West side of Frid Street,
north of Chatham Street - Driveway Clearance

(c) East End Grocer & Deli, 305 Melvin Avenue
Commercial Boulevard Parking Agreement

iii. **City Engineer**

(a) Access to No. 652 Upper Paradise Road

(b) Encroachment Agreements

(c) 1998 Servicing Expenditures Related to Subdivisions
Olmstead Park - Phase 1

(d) 1998 Servicing Expenditures Related to Subdivisions
Tiffany - Phase 2 and Timothy Survey - Phase 2

(e) Temporary Road Closures: Boy Scout/Girl Guide Parade
Saturday 1998 May 30

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1998 April 6
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice Chairman Mayor R. M. Morrow Alderman M. Kiss Alderman B. Morelli Alderman T. Jackson Alderman T. Anderson
Absent:	Alderman A. Horwath, City Business Alderman F. D'Amico, City Business
Also present:	Alderman R. Corsini B. Price, Hamilton Safety Council J. G. Pavelka, Chief Administrative Officer D. Lobo, Commissioner of Public Works and Traffic Department M. Hazell, Public Works and Traffic Department R. Meiers, Public Works and Traffic Department C. Firth-Eagland, Public Works and Traffic Department G. Aston, Roads Department V. Abraham, Director of Planning and Development K. Extance, Planning and Development Department B. O'Brien, Hamilton Street Railway D. Powers, Law Department J. Winn, Fire Department F. Zeckner, Philips Services K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Proposal to Stop-up and Close Mead Avenue at approximately 20 m. west of Brighton Avenue, east of Parkdale Avenue**

The Committee was in receipt of a report dated 1998 April 2 from the Commissioner of Public Works and Traffic.

Mr. Aston and Mr. Meiers reviewed the report and the history of the traffic problems on Mead Avenue.

The following delegations appeared before the Committee in opposition to the closure of Mead Avenue:

(i) R. Whitmore, Solicitor representing

- Glover's Threaded Products Inc. and R.E. Glover Ltd., 84 and 90 Mead Ave.
- Hamilton Radiator, 624 Parkdale Ave.
- Ng Recycling, 83 Mead Ave.
- L. P. Services, 100 Mead Ave.
- E M C Electrical Materials Corp., 76 Mead Ave.
- Sling-Choker Mfg. (Hamilton) Ltd., 15 Mead Ave.

(ii) P. Janack
Hamilton Radiator
624 Parkdale Avenue North

(iii) R. Manek
I.S.I.J. Hamilton - Razav islamic Centre, 95 Mead Avenue

The following delegations appeared before the Committee in support of the closure of Mead Avenue:

(iv) A.Clemons
657 Brighton

(v) B. Christmas
675 Brighton

(vi) C. Nueves
Mead Avenue

Following discussion, the Committee agreed that the item be tabled in order that Alderman Wilson may have an opportunity to canvass the neighbourhood residents and businesses respecting the proposed closure of Mead Avenue.

The Committee further directed staff to step up the enforcement of traffic by-laws in the area of the subject intersection.

(b) **Proposed Sale of the Portion of the East/West Alley South of No. 73 East 19th Street and the North/South Alley from the East/West Alley to the North Limit of No. 57 East 19th Street**

The Committee was in receipt of a report dated 1998 April 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the by-law to sell portions of closed alley adjacent to:

57 East 19th Street	Part 10 Plan 62R-13947
61 East 19th Street	Part 9 Plan 62R-13947
65 East 19th Street	Part 8 Plan 62R-13947
69 East 19th Street	Part 7 Plan 62R-13947
71 East 19th Street	Part 6 Plan 62R-13947
73 East 19th Street	Parts 4 & 5 Plan 62R-13947
75 East 19th Street	Part 3 Plan 62R-13947
376 Upper Wentworth Street	Part 11 Plan 62R-13947
380 Upper Wentworth Street	Part 12 Plan 62R-13947
388 Upper Wentworth Street	Part 13 Plan 62R-13947
392 Upper Wentworth Street	Part 14 Plan 62R-13947
394 Upper Wentworth Street	Part 15 Plan 62R-13947
396 Upper Wentworth Street	Part 16 Plan 62R-13947
398 Upper Wentworth Street	Part 17 Plan 62R-13947
400 Upper Wentworth Street	Parts 1 & 18 Plan 62R-13947
402 Upper Wentworth Street	Part 2 Plan 62R-13947

be prepared to the satisfaction of the City Solicitor and be enacted by City Council.

(c) **Proposed Alteration of Ferguson Avenue North between King Street East and King William Street**

The Committee was in receipt of a report dated 1998 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That City Council enact the by-law to alter the roadway of Ferguson Avenue North between King Street East and King William Street by narrowing the pavement from the existing width which varies from 13.7 metres to 14.2 metres to a width of 6.25 metres; and,

(b) That southbound traffic flow on Ferguson Avenue North between King Street East and King William Street be restricted to bicycles; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of 1998 March 2nd were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) **Parking Regulations on Columbia Drive adjacent to Monseigneur de Laval Elementary School**

The Committee was in receipt of a report dated 1998 February 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Columbia Drive commencing at a point 60 feet south of the south curb line of Bendamere Avenue and extending 188 feet southerly be extended a further 154 feet southerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 32 Somerset Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 334 feet west of Barnesdale Avenue North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Olive Contardi, No. 32 Somerset Avenue.

(c) **No. 91 Gertrude Street**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Gertrude Street commencing at a point 36 feet west of Rowanwood Street and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 37 Francis Street, Request to Remove a Reserved**
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 March 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Francis Street commencing at a point 145 feet west of Douglas Street and extending to a point 20 feet westerly therefrom, and on the north side of Francis Street commencing at a point 68 feet west of Douglas Street and extending to a point 20 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **North Side of Harrison Avenue, east of Harmony Avenue**

The Committee was in receipt of a report dated 1998 March 2 from the Commissioner of Public Works & Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" corner clearance on the north side of Harrison Avenue commencing at Harmony Avenue and extending to a point 109 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Sanatorium Road, east of Garth Street**

The Committee was in receipt of a report dated 1998 March 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Sanatorium Road commencing at Garth Street and extending to a point 110 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Caroga Court between Bonaventure Drive and the southerly end**

The Committee was in receipt of a report dated 1998 March 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Caroga Court between Bonaventure Drive and the southerly end be removed and a "No Parking" regulation be implemented on the east side of Caroga Court between Bonaventure Drive and the southerly end, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Douglas Street between Keith Street and the T. H. & B. Tracks**

The Committee was in receipt of a report dated 1998 March 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Douglas Street between Keith Street and the T.H. & B. Tracks be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 2 Southview Place**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 March 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Paul Street commencing at a point 36 feet west of Southview Place and extending to a point 22 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Goodman, No. 2 Southview Place.

(j) **Corsica Court, north of Bonaparte Way**

The Committee was in receipt of a report dated 1998 March 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Corsica Court (including the bulb) commencing at Bonaparte Way and extending to the south property line of No. 10 Corsica Court, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Caroline Street North, south of Windsor Street**

The Committee was in receipt of a report dated 1998 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Caroline Street North commencing at a point 24 feet south of Windsor Street and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Beach Road between Depew Street and Northcote Street**

The Committee was in receipt of a report dated 1998 March 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Beach Road commencing Northcote Street and extending to a point 120 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Blanshard Street and Poulette Street**

The Committee was in receipt of a report dated 1998 March 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Blanshard Street be required to stop for northbound and southbound traffic on Poulette Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Falconridge Drive and Upper Paradise Road**

The Committee was in receipt of a report dated 1998 March 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Falconridge Drive be required to stop for northbound and southbound traffic on Upper Paradise Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Cardinal Drive and Fieldway Drive**

The Committee was in receipt of a report dated 1998 March 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Fieldway Drive be required to stop for northbound and southbound traffic on Cardinal Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Arthur Avenue South and Avalon Place**

The Committee was in receipt of a report dated 1998 March 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Avalon Place be required to stop for northbound and southbound traffic on Arthur Avenue South and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersection of Uplands Avenue and Norwood Road**

The Committee was in receipt of a report dated 1998 March 17 from the Commissioner of Public Works & Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Uplands Avenue be required to stop for eastbound and westbound traffic on Norwood Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Intersection of Cellini Avenue and Bolzano Drive**

The Committee was in receipt of a report dated 1998 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Cellini Avenue be required to stop for eastbound and westbound traffic on Bolzano Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Intersections of Townmansion Drive and Upper Kenilworth Avenue and Racalmuto Street and Upper Kenilworth Avenue**

The Committee was in receipt of a report dated 1998 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on both Townmansion Drive and Racalmuto Street be required to stop for northbound and southbound traffic on Upper Kenilworth Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Intersection of Alconbury Drive and Rexford Drive**

The Committee was in receipt of a report dated 1998 March 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing eastbound and westbound stop signs at the intersection of Alconbury Drive and Rexford Drive be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **No. 27 Edward Street**
Amendment of a Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1998 March 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 20467CD to the property at No. 27 Edward Street, be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment and registration of this agreement.

(b) **No. 20 Hunt Street**
Amendment of a Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1998 March 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. VM221466 to the property at No. 20 Hunt Street be amended at the City's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

(c) **Upper James Bus Route - Bus Stop Relocation**

The Committee was in receipt of a report dated 1998 March 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stop be relocated:

Route No. 27 Upper James

Delete	-	Southbound	Garth Street, west side, 115 feet north of the centre line of Rymal Road West (N/S); and,
Add	-	Southbound	Garth Street, west side, 116 feet south of the centre line of Rymal Road West (F/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Wheelchair Loading Zone on Albright Road adjacent to Red Hill School**

The Committee was in receipt of a report dated 1998 March 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Albright Road commencing at a point 379 feet west of the west curb line of Mount Albion Road and extending 25 feet westerly be replaced with a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Amendments of the City Traffic By-law No. 89-72**

The Committee was in receipt of a report dated 1998 March 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That in order to correct various inconsistencies created as a result of corporate restructuring, staff reductions and deployments, amendments to various provincial statutes and previous amendments to the City Traffic By-law having succeeding impact on associated regulations, approval be given for the required "housekeeping" amendments to the City of Hamilton Traffic By-law No. 89-72.

iv. **City Engineer**

Landscaping Agreement, 141 Catharine Street South

The Committee was in receipt of a report dated 1998 March 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of 1167829 Ontario Limited owners of No. 141 Catharine Street South, to establish and maintain landscaping measuring 4.50m x 28.0m, a key switch measuring 0.009m x 0.009m and two concrete curbs measuring 0.15m x 4.50m, onto the road allowance of Catharine Street South Avenue, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $52.

v. **Streets Division**

Keep Hamilton Clean Committee - Appointment of New Member

The Committee was in receipt of a report dated 1998 March 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

For the information of City Council, the Transport and Environment Committee has appointed Ronald Volterman to the Keep Hamilton Clean Committee for a term to expire 1999 December 31.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of an information report dated 1998 April 6th from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

Date	*From*	*Subject*	*Date Distributed*
March 11	Commissioner of Public Works & Traffic	Intersection Control Conclusion of Six Month Trials	1998 March 19
March 20	Ontario Good Roads Association	Municipal Routes Bulletin	1998 March 20
March 20	Commissioner of Public Works & Traffic	Sale of Closed Road Allowances to Region Red Hill Creek Expressway	1998 March 20

March 9	Ministry of the Environment	Provisional Certificate of Approval No. A130213 for a Waste Disposal Site at 1579 Burlington Street East for Third Sector Employment	1998 March 26
March 16	Regional Environment Department	Notice of Completion Class Environmental Assessment Former Upper Ottawa Street Landfill Site North Slope Remediation and Leachate Collection	1998 March 26
March 25	Commissioner of Public Works and Traffic	Snowstorm Friday, March 20, 1998	1998 March 25
March 26	Commissioner of Public Works and Traffic	Ministry of Transportation Facility Audit	1998 March 27
March 26	Commissioner of Public Works and Traffic	Plastimet Inc. Frank Levy Jack Lieberman Appeals for the Ministry of the Environment Orders 363 Wellington Street North	1998 March 27
March 26	Commissioner of Public Works and Traffic	Town of Dundas Parking Management Partnership	1998 March 31
March 31	Commissioner of Public Works and Traffic	Periodic Flooding of Beach Strip Roads Abutting the QEW	1998 March 31

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**
PUBLIC WORKS DIVISION

(a) **Collection of Compacted Garbage**

The Committee was in receipt of a report dated 1998 March 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That a Purchase Order be issued to Premier Waste Systems Limited in the amount of $0.549 per apartment unit per month, plus G.S.T., for a five year term, being the lowest of six proposals received for the Collection of Compacted Garbage from Apartment Buildings in accordance with the specifications issued by the Purchasing Division, Treasury Department and the Vendor's proposal; and,

(b) That a contract be entered into satisfactory to the City Solicitor; and,

(c) That, subject to (b) above, the Contract start date be Monday, 1998 June 1; and,

(d) That this expenditure be financed through Garbage Collection Account No. CH56320 60301; and,

(e) That the estimated savings of $40,000 (including applicable taxes) be a component of the Departmental 1998 current budget reductions, recognizing a one year transition to achieve full savings; and,

(f) That it be recognized that this five (5) year contract contains an escalation clause that is tied to the Consumer Price Index (All Items, Not Seasonally Adjusted) and that small increases may be required annually in year 2000 and beyond.

(b) **User Fee for Driveway Approach Ramp Installation**

The Committee was in receipt of a report dated 1998 March 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved that the recommendation be amended by deleting the amount of "$99.33" and replacing it with $66." in lieu thereof. Subsequently, the Committee approved the following amended recommendation:

(a) That the user fee for driveway approach ramp installations and repairs provided by the Public Works and Traffic Department be raised from the existing rate of $32.29 per square metre established in 1981 to $66 per square metre effective for all estimates given from 1998 April 15; and,

(b) That the increased user fee revenues be a component in the 1998 Departmental current budget reductions, recognizing a one year transition for project commitments previously given at the lower per square metre rate.

TRAFFIC DIVISION

(c) **Enactment of Municipal Parking Facility By-law**

The Committee was in receipt of a report dated 1998 March 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee agreed to amend the terms of the By-law by adding that the setting of fees be subject to Committee and City Council approval.

Subsequently, the Committee approved the following recommendation:

That a by-law be enacted to authorize the operation, management and regulation of Municipal Parking Facilities by the Department of Public Works and Traffic, subject to Committee and City Council approval.

CITY ENGINEER

(d) **Moratorium on Encroachment Fees, Downtown Core**

The Committee was in receipt of a report dated 1998 April 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Transportation and the City Treasurer be authorized and directed to refund, where already paid, and to otherwise exempt all fees, except for the $50 registration fee, for active encroachments and outdoor patio cafe agreements within the downtown core of Hamilton bounded by Hunter Street, Cannon Street, Queen Street and Victoria Avenue whose applications are received between 1998 January 1 and 1999 September 1.

4. DIRECTOR OF PLANNING AND DEVELOPMENT/
CHIEF ADMINISTRATIVE OFFICER

Status Update
799 - 800 Parkdale Avenue North
Application for an Amendment to a Certificate of Approval
No. A100145 for a Waste Disposal Site - Philip Enterprises Inc.
(Referred Back by City Council - 1998 February 25)

The Committee was in receipt of an information report dated 1998 March 31st from the Director of Planning and Development and Chief Administrative Officer respecting the subject matter.

Following an update by Mr. Pavelka, Mr. Winn and Mr. Extance, the Committee agreed that the item be received and that staff report back on the issue at such time as the applicant has satisfied the outstanding issues of concern.

5. COMMISSIONER OF TRANSPORTATION

1998 Transit Shelter Program

The Committee was in receipt of a report dated 1998 March 13 from the Commissioner of Transportation respecting the subject matter.

The Committee approved the item be received and that the respective ward aldermen advise the H.S.R. of the preferred location for the transit shelter within the ward.

6. POLLUTION CONTROL SUB-COMMITTEE

Proposed Terms of Reference

The Committee was in receipt of a report dated 1998 March 26 from the Chairman of the Pollution Control Sub-Committee, Terms of Reference Task Force respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Terms of Reference describing the mandate, staffing resources and composition of the Pollution Control Sub-Committee, attached hereto, and marked Appendix "A", be approved; and,

(b) That the Chief Administrative Officer be authorized to invite a senior staff representative of the Ontario Ministry of the Environment and Energy to formally participate on the Environmental Assessment Staff Advisory Committee (EASAC).

(c) That Aldermen Kiss, Horwath and Haining be appointed to serve on the Pollution Control Sub-Committee with the Chairman and Vice Chairman of the Transport and Environment Committee.

7. OTHER BUSINESS

Correspondence
Police Services Board
Graffiti Task Force Advisory Committee

The Committee was in receipt of correspondence dated 1998 March 5 from Dennis Concordia, Police Services Board to Mayor Robert Morrow respecting the Graffiti Task Force Advisory Committee which was referred to the Transport and Environment Committee by City Council at its meeting held 1998 March 10.

Following brief discussion, the Committee agreed that the item be received.

8. PRIVATE AND CONFIDENTIAL AGENDA

The Committee moved In-Camera to discuss an item of a private and confidential nature. Following the In-Camera Session, the Committee moved Out-of-Camera.

9. ADJOURNMENT

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 April 6th

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 6
File No. TEC-115-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 123 Campbell Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Campbell Avenue commencing at a point 64 feet east of Carlisle Street and extending to a point 24 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 44 feet east of the east curb line of Carlisle Street and extending to a point 16 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident that the existing "Permit Parking" regulation in front of and across from No. 123 Campbell Avenue, be removed as the resident has moved. Staff has confirmed that Mrs. Sandra Gamble, 123 Campbell Avenue, has moved, and therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kag


GROSVENOR AVE N
GROSVENOR
AVE
OTTAWA STREET NORTH
NORTH
NORTH
NORTH
NORTH
G-3
H
H/S 146
EDINBURG AVE
LONDON ST
CARLISLE ST
EDGAR ST
ARGYLE
FRASER AVE
CANNON
ROXBOROUGH
PARK ROW
AVENUE
BRITANNIA
CAMPBELL
AGNES ST
AVE
NORMAN ST
ST N
STREET
BARTON STREET EAST

2(BXi)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 08
File No. TEC-116-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Dalewood Avenue between Arnold Street and Traymore Avenue - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Dalewood Avenue between Arnold Street and Traymore Avenue be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request through the Mayor's office on behalf of Reesa LaGiglia, 40-23 Watson's Lane, Dundas, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Dalewood, opposite the Dalewood Recreation Centre, be revised to allow longer term parking for seniors attending the noon-hour swim.

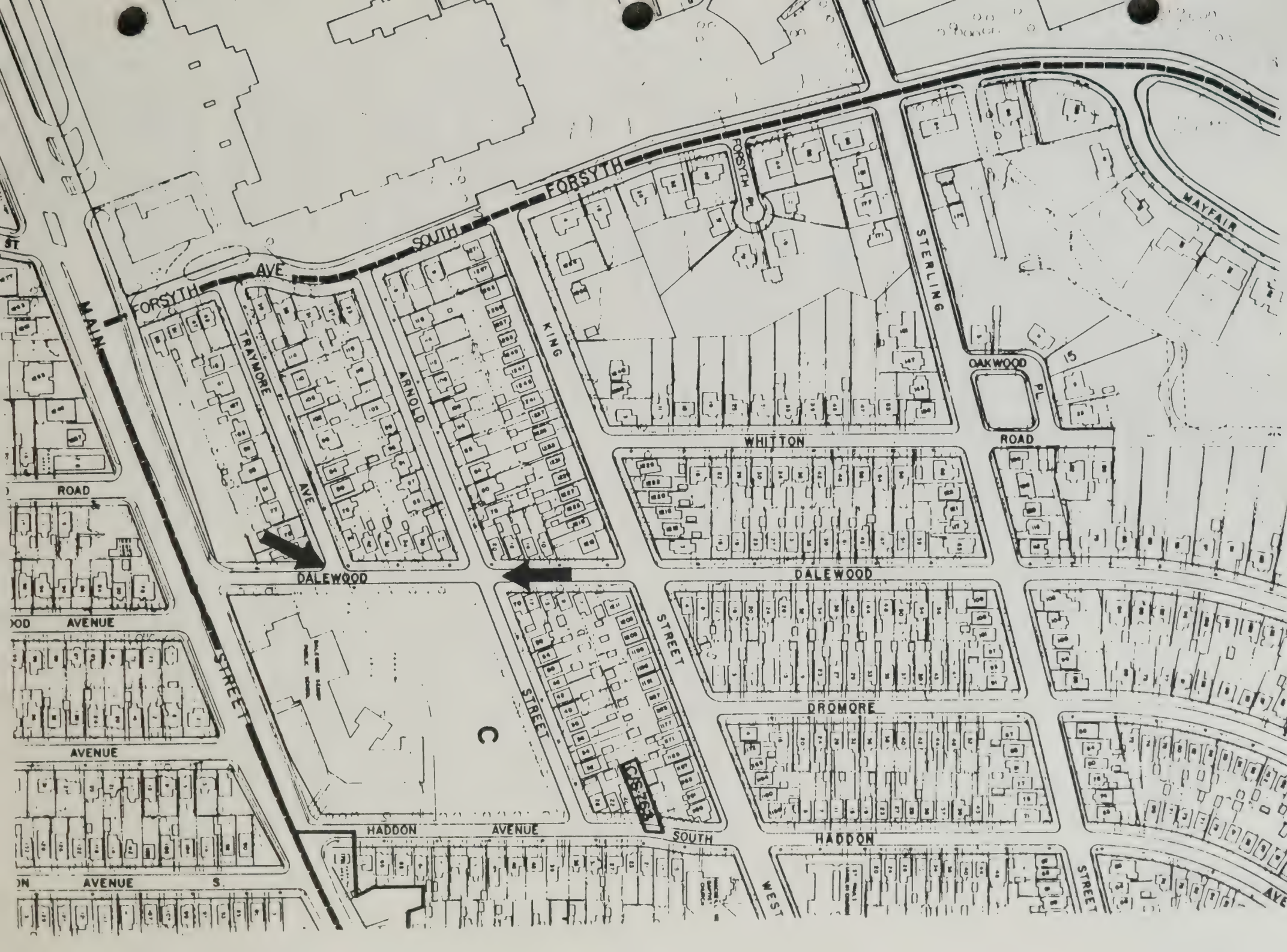
Dalewood has a 24 foot pavement width, and presently, parking is prohibited on the east side and there is the subject time limit regulation on the west side of the street in this area.

Staff recently contacted five of the seven residential properties abutting the west side of Dalewood between Arnold and Traymore. Three of the five residents contacted support revising the time limit from a one to a two hour duration. One resident is opposed and one resident expressed no opinion. One of the two homes not contacted is a student residence. Therefore, since only one of the five residents contacted has expressed an objection to this proposal, staff concurs with the request.

The implementation of the requested regulation will provide persons attending the Dalewood Recreation Centre with additional time to use the facilities.

CVB/MBH/klk

c.c. Ross Fair, Director of Culture and Recreation


FORSYTH
SOUTH
AVE
FORSYTH
MAIN
STREET
TRAYMORE
AVE
ARNOLD
KING
FORSYTH
STERLING
MAYFAIR
OAKWOOD
PL
15
ROAD
WHITTON
ROAD
DALEWOOD
DALEWOOD
AVENUE
AVENUE
AVENUE
S.
STREET
STREET
C
GS763
DROMORE
HADDON
AVENUE
SOUTH
HADDON
WEST
STREET

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(i)(c)

DATE: 1998 April 17
File No. TEC-117-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Burlington Street East, east of Catharine Street North - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the south side of Burlington Street East commencing at a point 115 feet east of Catharine Street North and extending to a point 40 feet easterly therefrom be revised such that the regulation commences at a point 103 feet east of Catharine Street North and extends to a point 52 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of relocating the subject signs.

BACKGROUND:

Staff has received a request from Mr. Andy Soal, owner of Angel Variety Store, 98 Burlington Street East, that the existing "No Parking" loading zone directly in front of his business be extended 12 feet westerly, to the limit of the abutting residential driveway, to prohibit long-term parking in front of his business and parked vehicles overhanging into the loading zone.

Burlington has a 42 foot pavement width, and presently, there is a "No Parking" loading zone on the south side of the street directly in front of Mr. Soal's business. Extending the loading zone 12 feet westerly to the limit of the residential driveway will not result in the loss of any legal on-street parking spaces. Therefore, staff concurs with the request.

CVB/MBH/klk


F-1
F-1
DOCK SERVICE ROAD
E/S 28
D
J
J
D
D
D

2(BX)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 20
File No. TEC-122-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: King William Street between Walnut Street and Ferguson Avenue - Parking Regulations

RECOMMENDATION:

That the existing single metered parking space on the north side of King William Street commencing 209 feet west of Ferguson Avenue be replaced with a "No Stopping" regulation commencing at a point 129 feet west of Ferguson Avenue and extending to a point 98 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs and removing the parking meter. There will be a slight loss of revenue associated with the removal of the subject parking meter.

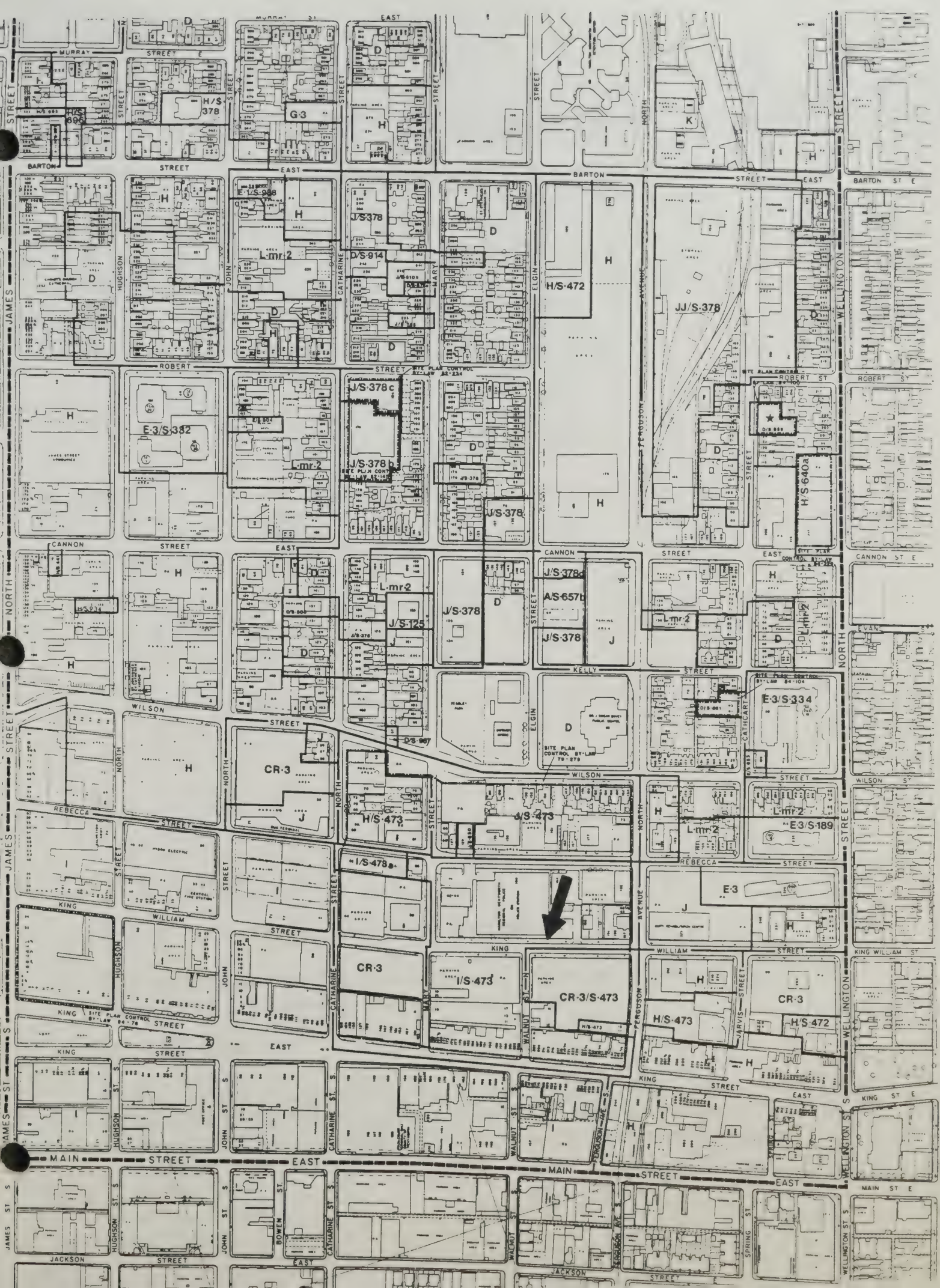
BACKGROUND:

Staff has received a request from Mr. Dan Bowman, on behalf of the Hamilton-Wentworth Regional Police, to replace the first metered parking space on the north side of King William Street, immediately west of the access ramp leading to the Central Police Station parking lot, with a "No Stopping" regulation, to facilitate driveway movements.

King William has a pavement width of 30 feet and at present there is metered parking on the north side of the street in this area.

Removing the single metered parking space and implementing a "No Stopping" regulation in its place will result in the loss of one on-street parking space but will allow vehicles, including police vehicles, to exit the parking lot westbound, without having to encroach into the opposing lane of traffic. Therefore, staff concurs with the request.

TAVMBH/kag


MURRAY STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
REBECCA STREET
KING STREET
WILLIAM STREET
MAIN STREET EAST
JACKSON STREET EAST
JAMES ST S
HUGHSON ST S
JOHN ST S
CATHARINE ST S
MARY ST
ELGIN ST
WALNUT ST
FERGUSON AVE S
JARVIS ST
SPRING ST
WELLINGTON ST S
BOWEN ST
CATHCART ST
BARTON ST E
CANNON ST E
WILSON ST E
KING WILLIAM ST
KING ST E
MAIN ST E
H/S-378
H/S-998
H/S-472
H/S-640a
H/S-473
H/S-334
H/S-189
L-mr-2
G-3
E-3/S-382
J/S-378
J/S-378b
J/S-378c
D/S-914
J/S-125
A/S-657b
CR-3
CR-3/S-473
I/S-473
I/S-478a
JJ/S-378
E-3/S-334
E-3/S-189
E-3
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 79-270

2(BX)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-125-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Theatre Aquarius, 190 King William Street - Parking Regulations

RECOMMENDATION:

(a) That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of King William Street, commencing 190 feet west of Ferguson Avenue and extending to a point 33 feet westerly therefrom; and

(b) That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of King William Street from Catharine Street to Wellington Street be removed; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Maz Reimer, Managing Artistic Director of the Theatre Aquarius, that a wheelchair loading zone be implemented on the south side of King William, directly in front of the Theatre Box Office to accommodate handicapped patrons.

Presently, there are parking meters on the north side and there is a "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation and "No Parking Anytime" regulation on the south side of the street in this area. The implementation of the wheelchair loading zone will not result in the loss of any parking. Therefore, staff concur with the request.

In reviewing the request of Theatre Aquarius, it was determined that the existing PM rush hour on the south side of King William is over-restricted and redundant based on existing traffic volumes. This regulation has been in place for over 25 years and is no longer appropriate and the removal of the rush hour restriction will not have any negative impact on traffic flow.

TA/MBH/kag



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

2(BX(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-126-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: John Street South between St. Joseph's Drive and Rockwood Place - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of John Street South between St. Joseph's Drive and Rockwood Place, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

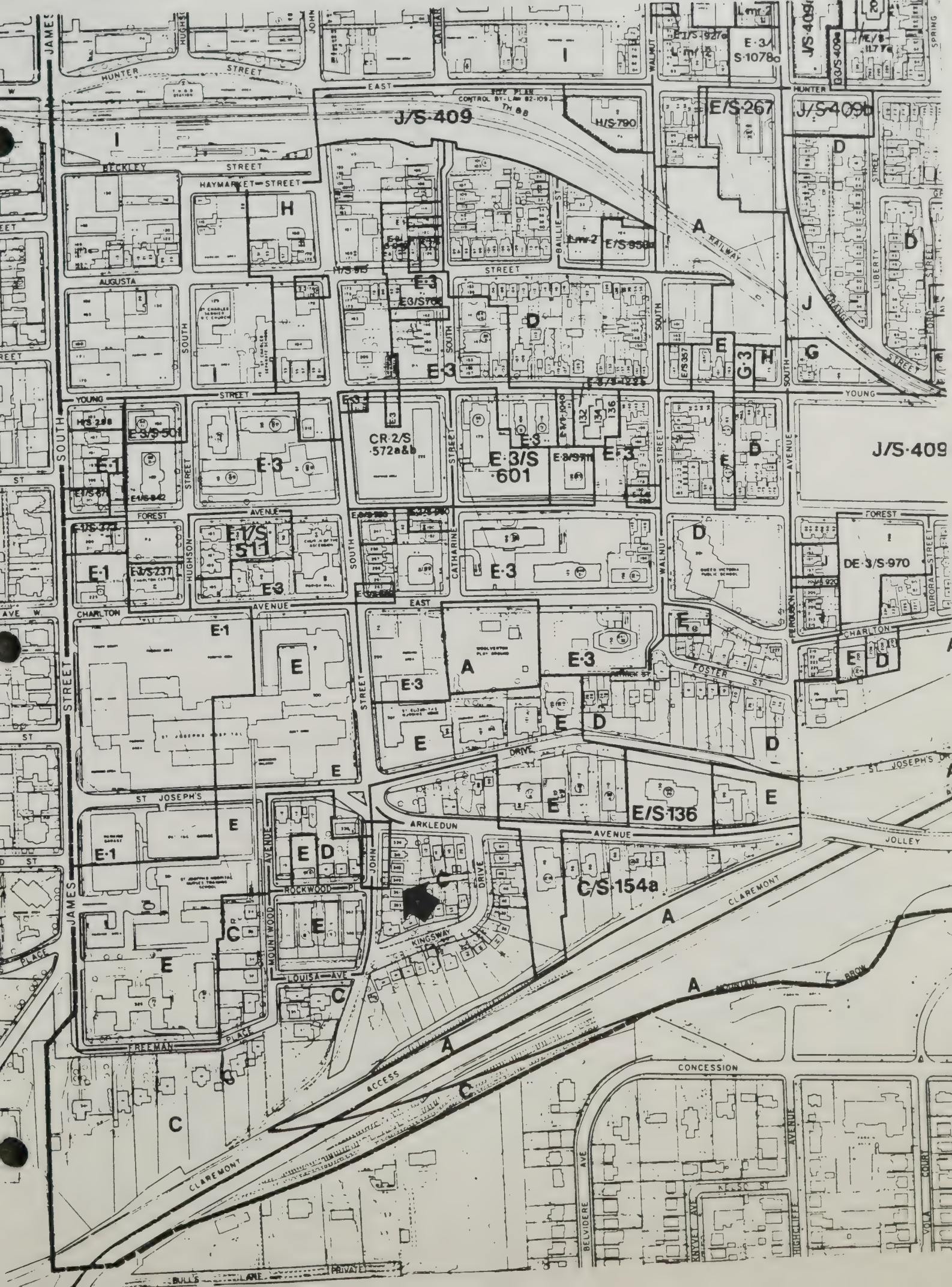
BACKGROUND:

Alderman Andrea Horwath advised staff of a request to implement a "No Parking" regulation on the west side of John. As a result, staff received a petition signed by representatives of five of the six residential properties abutting John between St. Joseph's and Rockwood, requesting that a "No Parking" regulation be implemented on the west side of the street in this block. All five residents who signed the petition are in favour of the requested regulation.

John has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern that motorists frequently park in this area and obstruct access to the residential driveways and that parked vehicles on both sides of the street obstruct two-way traffic flow.

Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Therefore, since 83 percent of the abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/kag


HUNTER STREET
EAST
J/S-409
E/S-267
J/S-409b
BECKLEY STREET
HAYMARKET STREET
H/S-790
RAILWAY
AUGUSTA
SOUTH
YOUNG STREET
E-3/S-501
E-3/S-601
CR-2/S-572a&b
J/S-409
FOREST AVENUE
E/S-511
E/S-237
DE-3/S-970
CHARLTON AVENUE
E-1
E-3
A
D
E
ST JOSEPH'S
ARKLEDUN AVENUE
E/S-136
C/S-154a
JOLLEY
JAMES STREET
JOHN STREET
CATHARINE STREET
WALNUT STREET
BAILLIE ST
FOSTER ST
DRIVE
ROCKWOOD PLACE
MOUNTWOOD AVENUE
LOUISA AVE
FREEMAN PLACE
KINGSWAY DRIVE
CLAREMONT
ACCESS
CONCESSION
BULL'S LANE
PRIVATE
BELVIDERE AVE
KNYVET AVE
HIGHCLIFFE AVENUE
VOLA COURT
AURORAL STREET
PERCIVAL
LIBERTY STREET
FORD STREET
ORANGE STREET
SPRING

2(B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-127-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 81 East 24th Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of East 24th Street commencing at a point 240 feet south of Crockett Street and extending to a point 26 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Mercanti's daughter, that the existing "Permit Parking" regulation on the east side of the street in front of her father's home at 81 East 24th Street be removed since her father no longer owns a vehicle. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the east side of the street.

CVB/MBH/kag


E/S-67
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
TWENTY EAST
CROCKETT STREET
AVENUE

2(BXi)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-128-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 36 Somerset Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 294 feet west of Barnesdale Avenue North and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Andrew Cholette, No. 36 Somerset Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

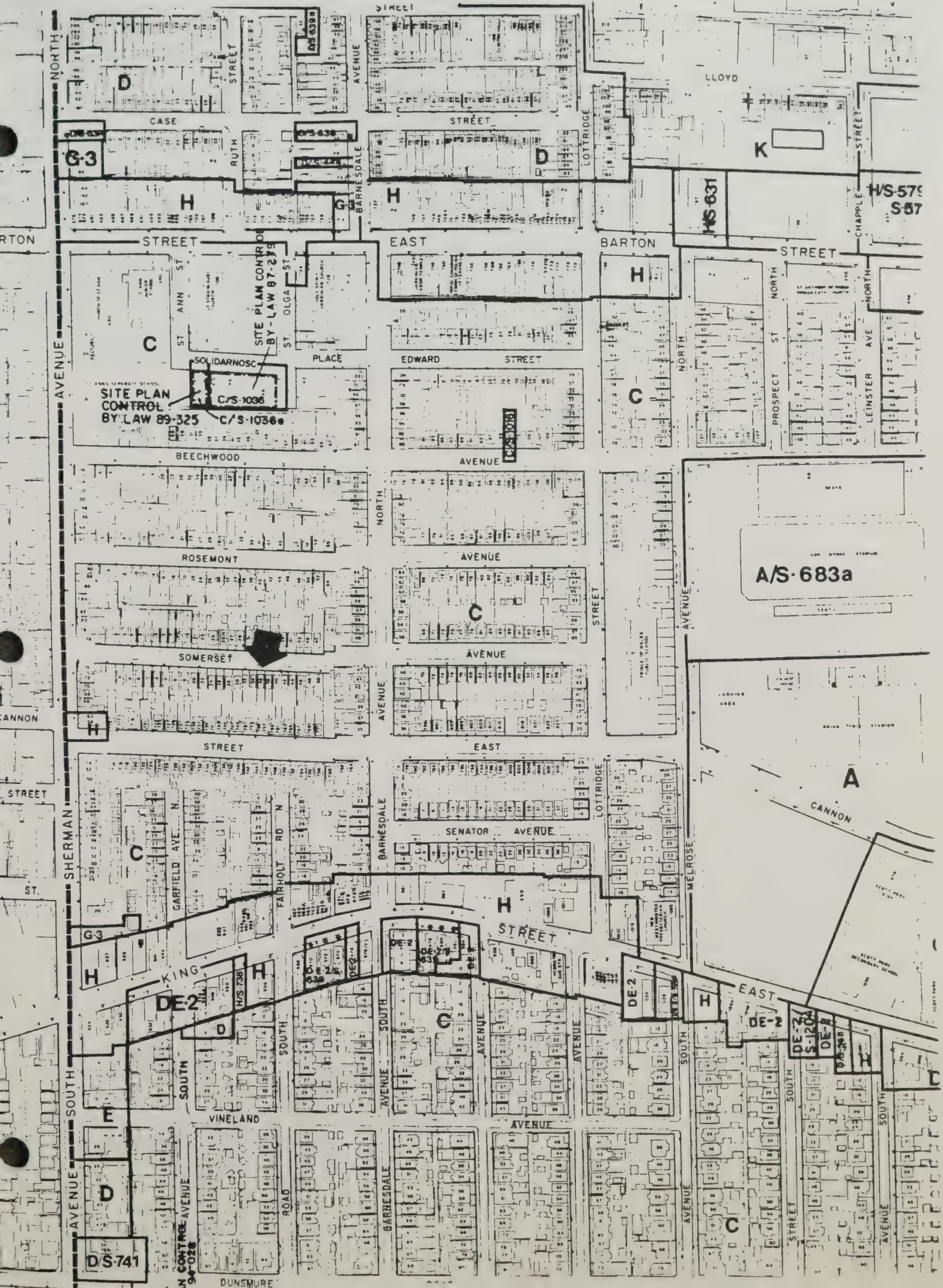
Staff has received a request from Mr. Andrew Cholette, 36 Somerset Avenue, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of his home since he is disabled.

Somerset has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mr. Cholette has advised that he requires a space on his side of the street

only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Cholette meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


NORTH
STREET
CASE
RUTH
BARNESDALE
AVENUE
LOTTRIDGE
LLOYD
CHAPPLE
H/S-631
H/S-579
S-57
EAST
BARTON
SITE PLAN CONTROL BY-LAW 87-279
ANN ST
OLGA ST
SOLIDARNOSC
PLACE
EDWARD
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
C/S-1036a
C/S-1036
PROSPECT ST
LEINSTER AVE
BEECHWOOD
ROSEMONT
SOMERSET
A/S-683a
CANNON
SENATOR
MELROSE
SHERMAN
CARFIELD AVE. N.
FAIRHOLT RD N
KING
H/S-736
VINELAND
ROAD
DUNSMURE
D/S-741
DE-2
G-3

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 22
File No. TEC-133-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Woodman Drive South between Queenston Road and Secord Drive - Parking Regulations

RECOMMENDATION:

(a) That the existing "No Parking, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side of Woodman Drive South between Queenston Road and Secord Drive be revised such that the regulation is in effect "7:00 am to 6:00 pm, Monday to Friday"; and

(b) That a fulltime "No Parking" regulation be implemented on the west side of Woodman Drive South commencing 191 feet north of Secord Drive and extending to a point 100 feet northerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

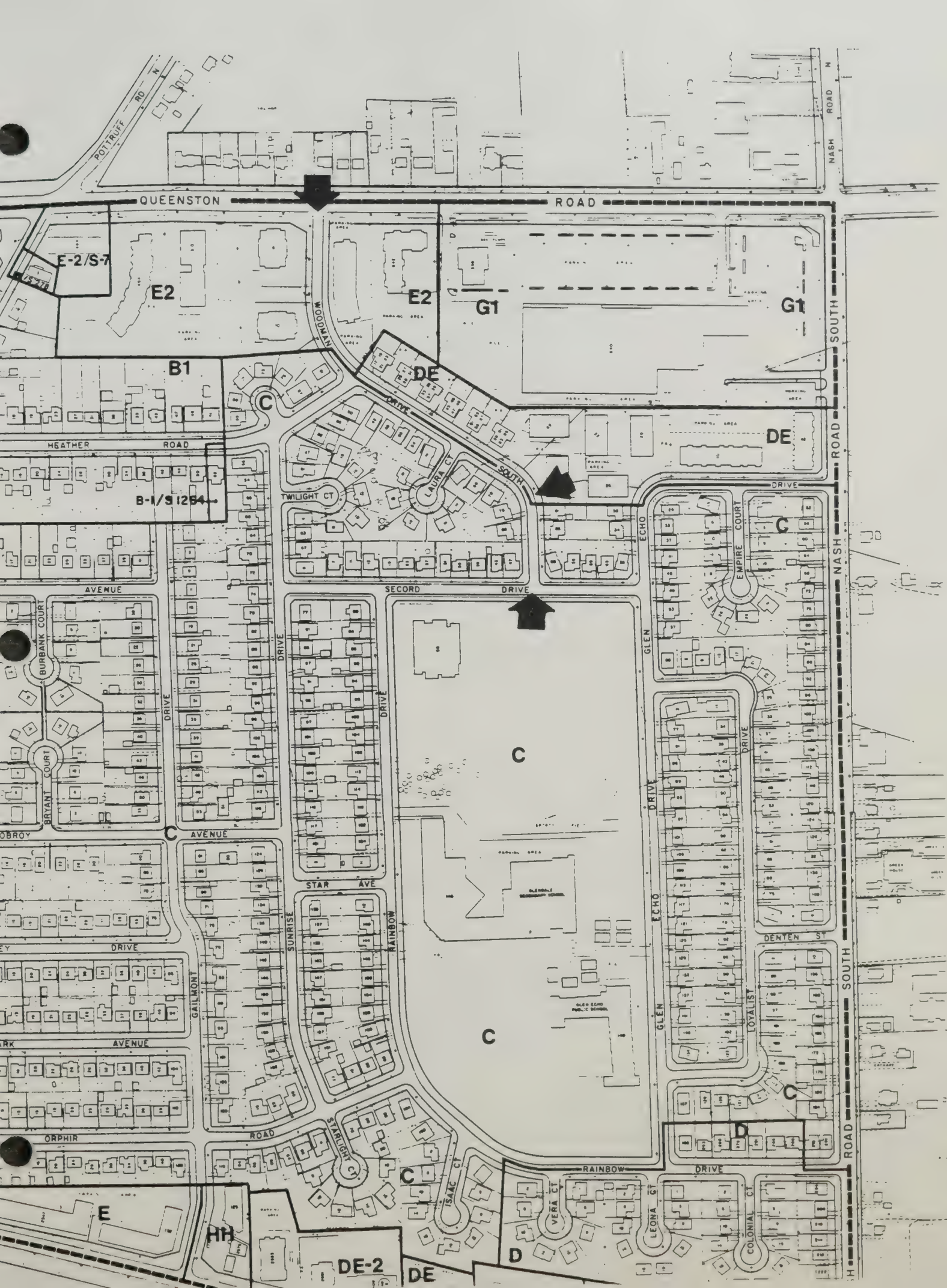
Alderman Chad Collins recently asked staff to poll the abutting residents on Woodman between Secord and Queenston to determine if a majority would support revising the existing "No Parking, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side of the street in this area. The subject regulation was implemented over 30 years ago, and records no longer indicate why or by whom it was requested.

Woodman has a 28-foot pavement width, and presently there is a "No Parking, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side and a fulltime "No Parking" regulation on the east side of the street in this area. Staff recently contacted representatives of 11 of the 12 homes abutting the west side of the street and was advised that seven are in favour of revising the regulation to allow parking all day on Saturdays on the west side of the street, three have no opinion and one is opposed. Therefore, since 58 percent of the abutting residents support the request to revise the existing regulation, staff concurs with the request to implement a "No Parking, 7:00 am to 6:00 pm, Monday to Friday" regulation on the west side of the street.

Also, staff received a request from an area resident that a fulltime "No Parking" regulation be implemented on the west side of the bend on Woodman to facilitate two-way traffic flow in this area. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow to some degree.

Staff has been advised by both of the residents abutting this area that they concur with the requested regulation. The implementation of the requested regulation would result in the loss of three on-street parking spaces. However, since parking would be permitted on the west side of the street for the remainder of the block in the evening and on weekends, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kag


QUEENSTON
ROAD
POTTRUFF RD N
NASH ROAD N
E-2/S-7
E2
E2
G1
G1
B1
DE
DE
C
HEATHER ROAD
B-1/S-1254
WOODLAWN
DRIVE
SOUTH
TWILIGHT CT
LAURA CT
ECHO
EMPIRE COURT
DRIVE
NASH ROAD SOUTH
AVENUE
SECORD
DRIVE
BURBANK COURT
BRYANT COURT
DRIVE
DRIVE
DRIVE
GLEN
C
C
AVENUE
STAR AVE
SUNRISE
RAINBOW
GAILMONT
DRIVE
DRIVE
DENTEN ST
LOYALIST
GLEN ECHO DRIVE
C
C
AVENUE
ORPHIR
ROAD
STARLIGHT CT
C
ISAAC CT
RAINBOW DRIVE
D
VERA CT
LEONA CT
COLONIAL CT
NASH ROAD SOUTH
E
HH
DE-2
DE
D

2(80)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 20
File No. TEC-136-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Vine Street between James Street and MacNab Street - Parking Regulations

RECOMMENDATION:

That the two existing metered parking spaces on the north side of Vine Street commencing 57 feet east of MacNab Street be replaced with a "No Parking" regulation commencing at a point 57 feet east of MacNab Street and extending to a point 43 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the subject signs and removing the parking meter. There will be a slight loss of revenue associated with the removal of the subject parking meters.

BACKGROUND:

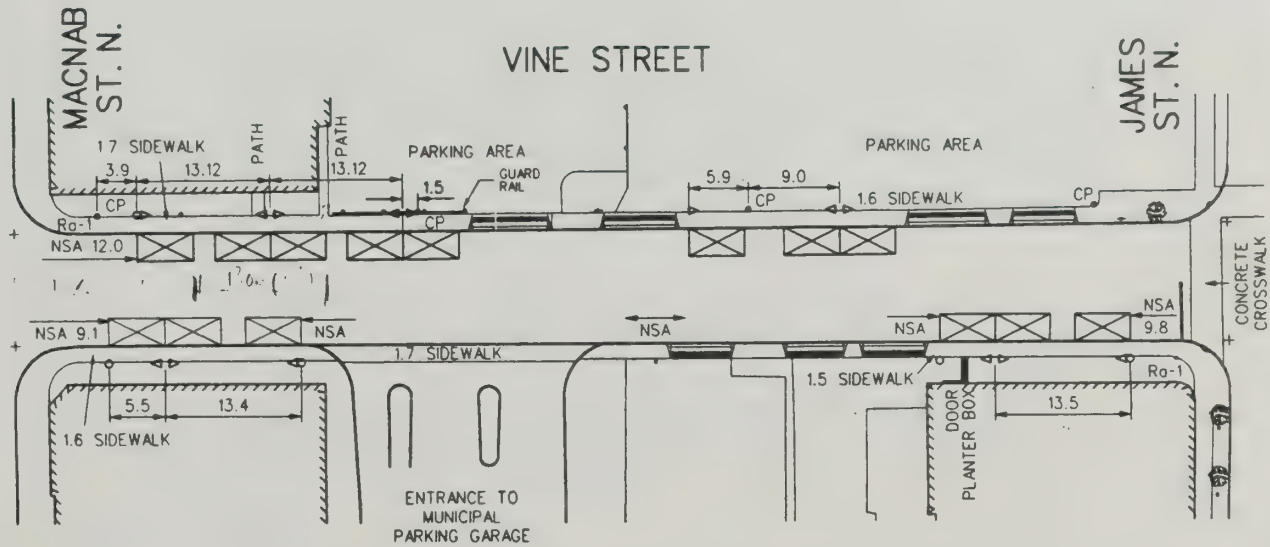
Staff has received a request from Mr. Fitzpatrick, President of the Army and Navy Veterans Association, to replace two metered parking spaces on the north side of Vine Street, immediately adjacent to their entrance way onto Vine, with a "No Parking" regulation, to allow the loading/unloading of merchandise and people.

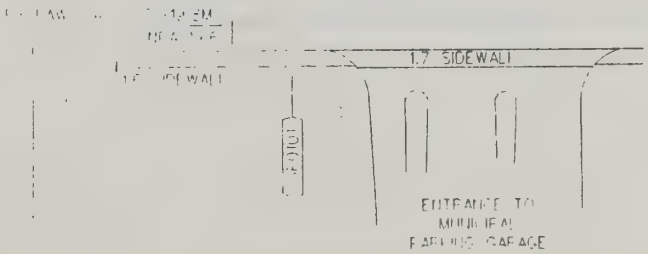
Parking meters were recently installed on the north side of Vine as part of the mandate to increase the overall number of parking spaces in the downtown and approving this request is a "housekeeping" matter, by meeting the needs of the adjacent business.

Implementing this "No Parking" regulation will result in the loss of two on-street parking spaces but will allow deliveries to be made immediately adjacent to their place of business. Therefore, staff concurs with the request.

TA/MBH/kag

DT:3032A01





EXISTING CONDITIONS



LEGEND

EXISTING	PROPOSED	ITEM
●	○	POLE
•	○	POST
◆		HYDRANT
◁ ▷		METER, DOUBLE HEAD
◀ ▶	◁ ▷	METER, SINGLE HEAD
		WHEEL CHAIR RAMP
		VEHICLE APPROACH
		CURB LINE
		PARKING STALL

MISCELLANEOUS
- TRAFFIC FLOW DIRECTION
- GF0101 — PARKING METER NUMBER

PARKING REGULATIONS
- NREG NO REGULATIONS
- NPA NO PARKING ANYTIME
- NSA NO STOPPING ANYTIME
- NSAM NO STOPPING 7am-9am
- NSPM NO STOPPING 4pm-6pm
- NPLZ NO PARKING LOADING ZONE
- CVLZ COMMERCIAL VEHICLE LOADING ZONE
- ASP ALTERNATE SIDE PARKING

POLE CODES
TYPE: WP WOOD POLE, CP CONCRETE POLE, SP STEEL POLE, SU SIGNAL UTILITY

APPROVALS

SENIOR TRAFFIC OPERATIONS ENGINEER 19 YY MM DD

MANAGER OF TRAFFIC ENGINEERING AND OPERATIONS 19 YY MM DD

No.	DATE	REVISION DETAILS	DRAWN	APPROVALS
A	98.03	PARKING METER LAYOUT DSEIGN	SAL	

PARKING METER LAYOUT DESIGN

VINE STREET
MACNAB STREET NORTH TO JAMES STREET NORTH

PREPARED BY
THE CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

SCALE : 1:500
DRAWN : SAL
CHECKED :
DRAWING DATE: 1998:02:26
DRAWING No. DT:3032A01
FILE No. CABINET
Plotted: 25-MAR-1998

2(BXi)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-129-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 19 Keith Street - Request to Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Keith Street commencing at a point 116 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

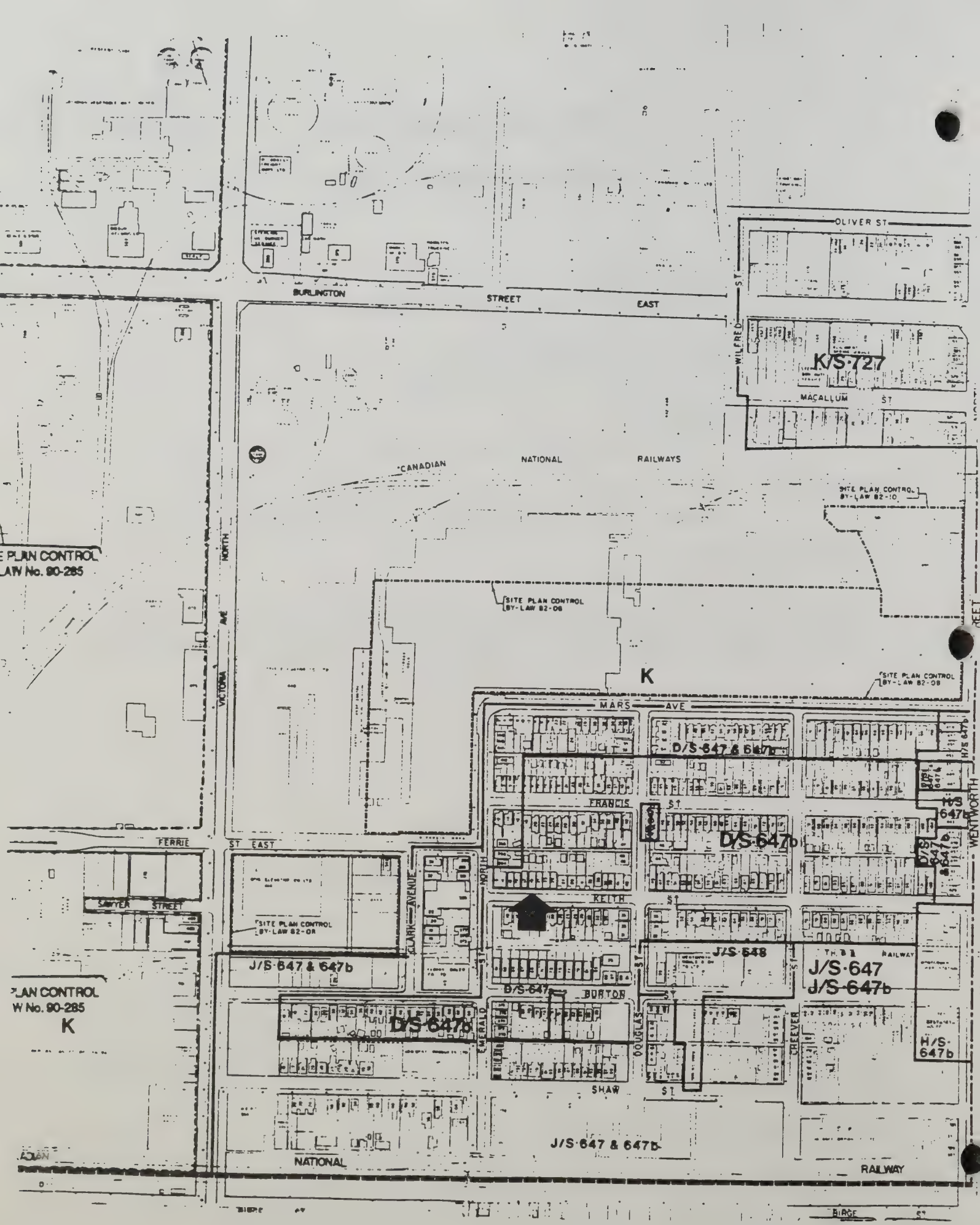
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Botelho, 19 Keith Street, that the existing "Permit Parking" regulation on the north side of Keith, in front of her home, be removed since she is moving. Therefore, it would be appropriate to remove the signs. Removal of the subject regulation will restore one on-street parking space for use by all residents to the north side of the street which will be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kag


BURLINGTON STREET EAST
OLIVER ST
WILFRED ST
K/S-727
MACALLUM ST
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
J/S-647
J/S-647b
BURTON ST
D/S-647b
J/S-647 & 647b
SHAW ST
H/S-647b
FERRIE ST EAST
SAWYER STREET
CLARK AVENUE
NORTH VICTORIA AVE
WENTWORTH
NATIONAL RAILWAY
BIRGE ST

2(BXiXL)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
File No. TEC-123-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Royal Connaught Hotel, 112 King Street East - Parking Regulations

RECOMMENDATION:

(a) That a "Commercial Vehicle Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the south side of the south branch of King Street East, commencing 93 feet west of Catharine Street and extending to a point 29 feet westerly therefrom; and

(b) That a "thirty minute time limit" regulation be implemented on the south side of the south branch of King Street commencing 122 feet west of Catharine Street and extending to a point 104 feet westerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the subject signs.

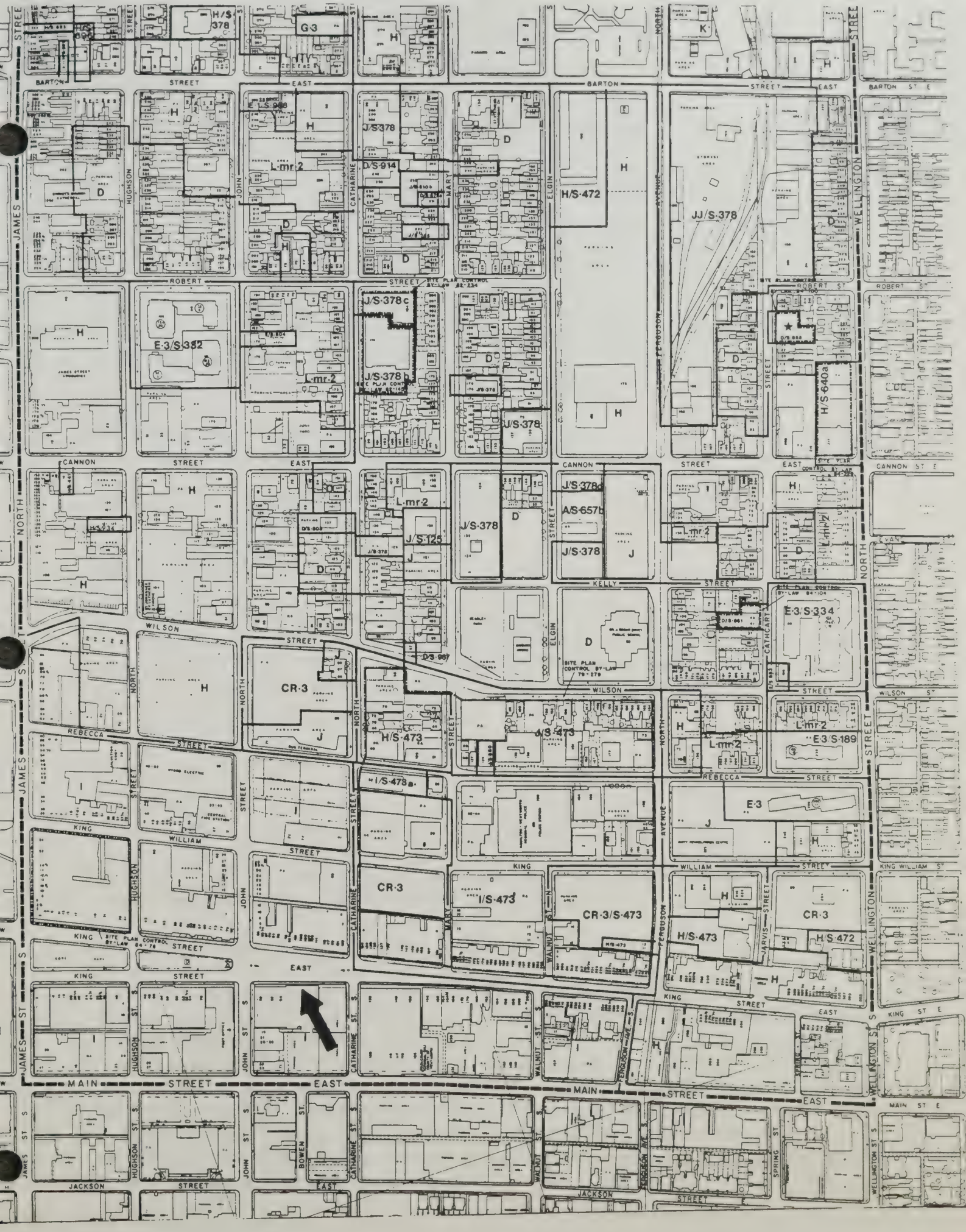
BACKGROUND:

Staff has received a request from Mr. Dick Brocker, General Manager of the Royal Connaught, that a commercial vehicle loading zone and a "thirty minute time limit" regulation be implemented on the south side of the south branch of King Street, directly in front of the hotel. Mr. Brocker has also requested enforcement of these regulations once they are in place. The

request is a result of illegal long-term parkers using the area in front of the hotel thereby causing problems for their courtesy van and patrons to load/unload immediately adjacent to the hotel. Presently, the area is signed as "No Parking Anytime" which permits loading and unloading, but vehicles are being left unattended for long time periods since there is very little, if any, enforcement in this area.

The proposed "thirty minute time limit" regulation and commercial vehicle loading zone, with the requested enforcement, are satisfactory to staff.

TA/MBH/kag


JAMES STREET NORTH
HUGHSON STREET
JOHN STREET
CATHARINE STREET
MARY STREET
ELGIN STREET
FERGUSON AVENUE
JARVIS STREET
WALNUT ST
SPRING ST
WELLINGTON STREET
BARTON STREET EAST
BARTON ST E
ROBERT STREET
CANNON STREET EAST
CANNON ST E
KELLY STREET
WILSON STREET
WILSON ST E
REBECCA STREET
KING STREET EAST
KING WILLIAM ST
WILLIAM STREET
KING ST E
MAIN STREET EAST
MAIN ST E
JACKSON STREET EAST
H/S-378
G-3
H
D
L-mr-2
D/S-914
J/S-378
J/S-378c
J/S-378b
J/S-378d
A/S-657b
J/S-125
H/S-472
JJ/S-378
H/S-640a
E-3/S-382
E-3/S-334
E-3/S-189
E-3
CR-3
I/S-473
I/S-478a
CR-3/S-473
H/S-473
K
J
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 84-76

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 24
File No. TEC-137-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Corsica Court, north of Bonaparte Way - Parking Regulations

RECOMMENDATION:

That the existing by-law entry allowing for a full-time "No Parking" regulation on the east side of Corsica Court (including the bulb) commencing at Bonaparte Way and extending to the south property line of No. 10 Corsica Court be revised to a "No Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation on both sides of Corsica Court (including the bulb), and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As a result of an inquiry by Alderman Terry Anderson, staff mailed out a petition which was subsequently forwarded to our office signed by 11 representatives of the 13 residential properties abutting Corsica, requesting that a full-time "No Parking" regulation be implemented on the east side of Corsica between Bonaparte and the south property line of No. 10 Corsica Court. Subsequently, City Council at its meeting held 1998 April 14, approved the request to implement the subject regulation. However, since that time, Alderman Bill Kelly has consulted with the residents abutting Corsica, and has advised staff that the residents wish to initiate the implementation of a "No Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation on both sides of Corsica, including the bulb.

The resident who circulated the original petition expressed concern regarding long-term non-resident parking by teachers at St. Marguerite D'youville Separate School and parked vehicles on both sides of the street obstructing two-way traffic flow and driveway movements. The proposed regulation will prohibit parking during the day while allowing parking in the evening and on weekends. Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. However, since the abutting residents have requested the regulation be revised and since the subject signs have not yet been installed, staff concurs with the request.

CVB/MBH/kag

G-1/
S-1044
DRAGOON
1505
E-2/S-1107
RT-20
AA
C
B
FUSILIER
DRIVE
DRAGOON
FUSILIER
COURT
PERTHSHIRE
CORSICA COURT
BONAPARTE
WAY
BRIGADE
DELANCEY
BOULEVARD
JOSEPHINE
EMPEROR
ESSLING
ANTOINETTE COURT
BORODINO
ROBESPIERRE COURT
BORDEAUX COURT
REPUBLIC
AVENUE
BOURBON COURT
NAPLES BOULEVARD
BYNG
BASTILLE
MONTEBELLO COURT
NASSENA
BEDFORD ST
RYMAL ROAD EAST
WELLINGTON
UPPER
STREET
160
161

2(BXiii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 22
File No. TEC-135-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone - Brigade Drive Adjacent to Helen Detwiler School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Brigade Drive commencing at a point 205 feet north of Byng Street and extending 40 feet northerly be revised such that the regulation commences at a point 145 feet north of Byng Street and extends 100 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

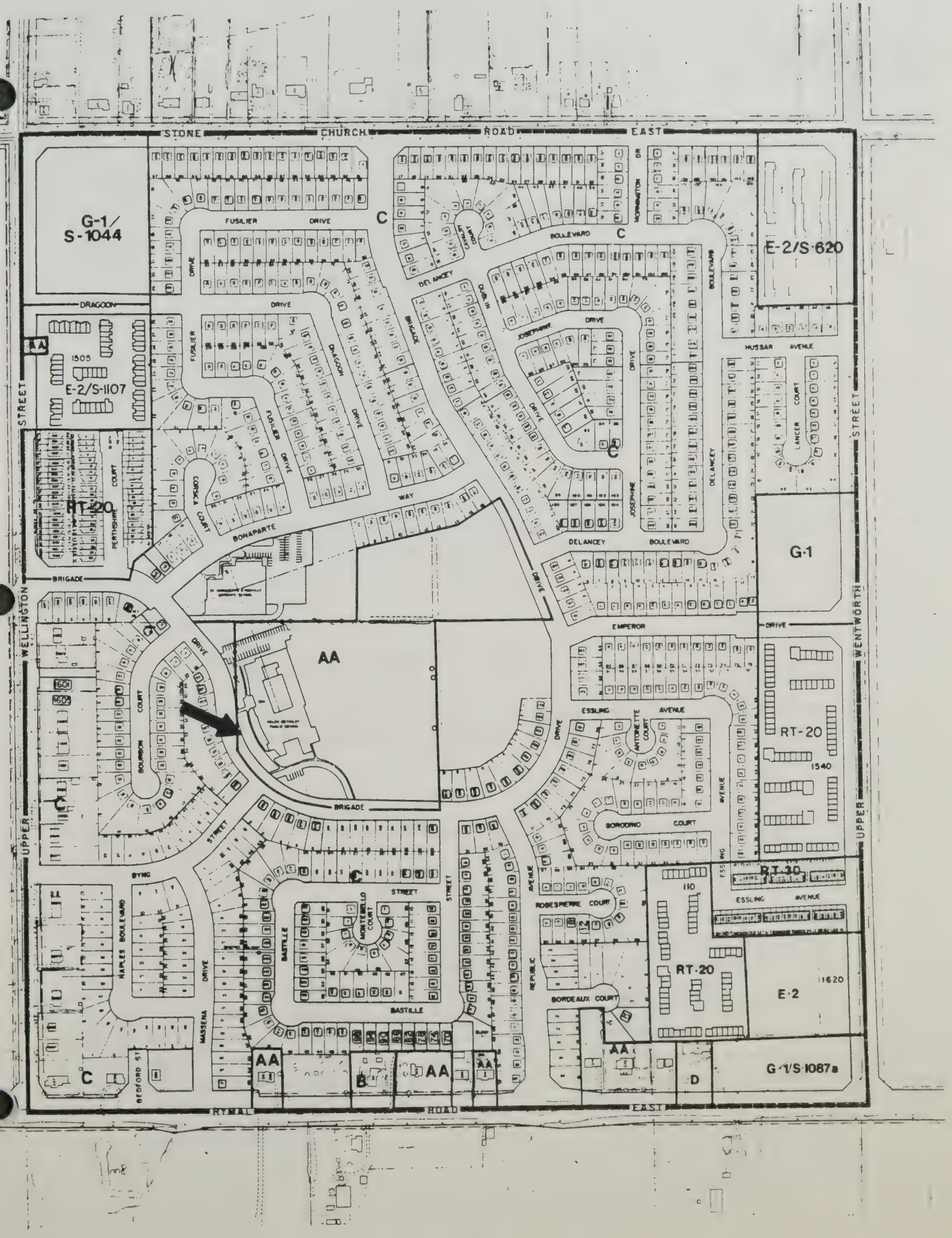
BACKGROUND:

The Principal of Helen Detwiler School has requested that the existing School Bus Loading Zone be revised due to an increase in buses servicing the school. Formerly there was one full size bus transporting children to the school while now there are two full size buses and one minivan.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Brigade in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties.

Although school buses are permitted to stop to load and unload children in this area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Brigade, staff concurs with the request.

FA/MBH/kag


STONE CHURCH ROAD EAST
G-1/
S-1044
E-2/S-620
DRAGOON
1505
E-2/S-1107
RT-20
G-1
AA
C
B
D
RYMAL ROAD EAST
UPPER WELLINGTON STREET
UPPER WENTWORTH STREET
FUSILIER DRIVE
DRAGOON DRIVE
BRIGADE WAY
BONAPARTE COURT
DELANCEY BOULEVARD
DUBLIN
JOSEPHINE
HUSSAR AVENUE
LANCER COURT
EMPEROR DRIVE
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
ROBESPIERRE COURT
BORDEAUX COURT
REPUBLIC AVENUE
BASTILLE
MONTEBELLO COURT
BYNG STREET
NAPLES BOULEVARD
MASSENA DRIVE
BOURBON COURT
PERTHSHIRE COURT
BEDFORD ST
1340
110
11620

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 17
File No. TEC-118-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Frid Street, north of Chatham Street
- Driveway Clearance

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Frid Street commencing 449 feet north of Chatham Street and extending to a point 80 feet northerly therefrom be extended 134 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

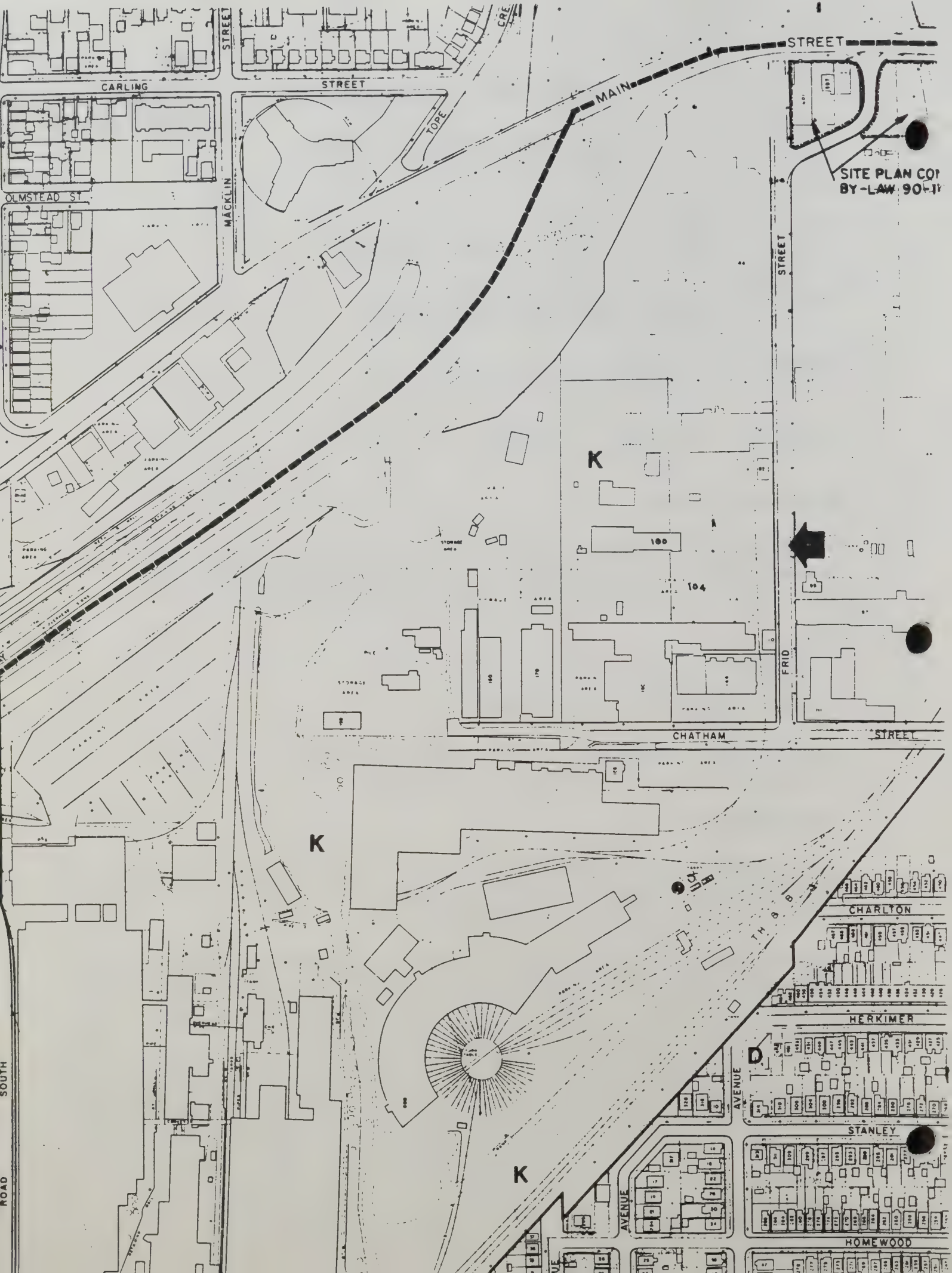
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Mathers, Victoria Transport, 100 Frid Street, that a "No Parking" driveway clearance be implemented on the west side of the street, north and south of the northerly driveway approach to the truck depot.

Frid has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in the area of the subject driveway. Also, there is an existing "No Parking" driveway clearance on the west side of the street north and south of the southerly approach. Mr. Mathers has expressed concern that parked vehicles adjacent to the northerly driveway obstruct turning movements for semi-trailers accessing the depot. The implementation of the requested regulation will result in the loss of two on-street parking spaces. However, since all of the abutting industrial businesses have available on-site parking, staff does not anticipate any parking difficulties for employees and customers and concurs with the request.

CVB/MBH/klk


STREET
CARLING
STREET
MAIN
STREET
TOPE
OLMSTEAD ST
MACKLIN
SITE PLAN CO
BY-LAW 90-1
STREET
K
100
104
FRID
CHATHAM
STREET
K
CHARLTON
HERKIMER
D
AVENUE
STANLEY
K
AVENUE
HOMEWOOD
SOUTH
ROAD

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 30
File No. TEC-112-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East End Grocer & Deli, 305 Melvin Avenue
- Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application of John and Vida Pejnovich, owners of 305 Melvin Avenue, to execute a boulevard parking agreement be approved provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City council on 1986 March 26 (current annual rate is $64.61 per space for the first two spaces and $32.31 per space for any additional spaces per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14; and,

ii) the owner pays a one-time $50 registration fee, as approved by the City Council on 1986 January 14; and,

iii) the owner pays a one-time $227.32 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

v) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense, and,

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $64.61 per year.

BACKGROUND:

John and Vida Pejnovich, owners of 305 Melvin Avenue, have applied for permission to execute a commercial boulevard parking agreement to allow one vehicle to be parked on the north boulevard of Melvin Avenue in front of this variety store.

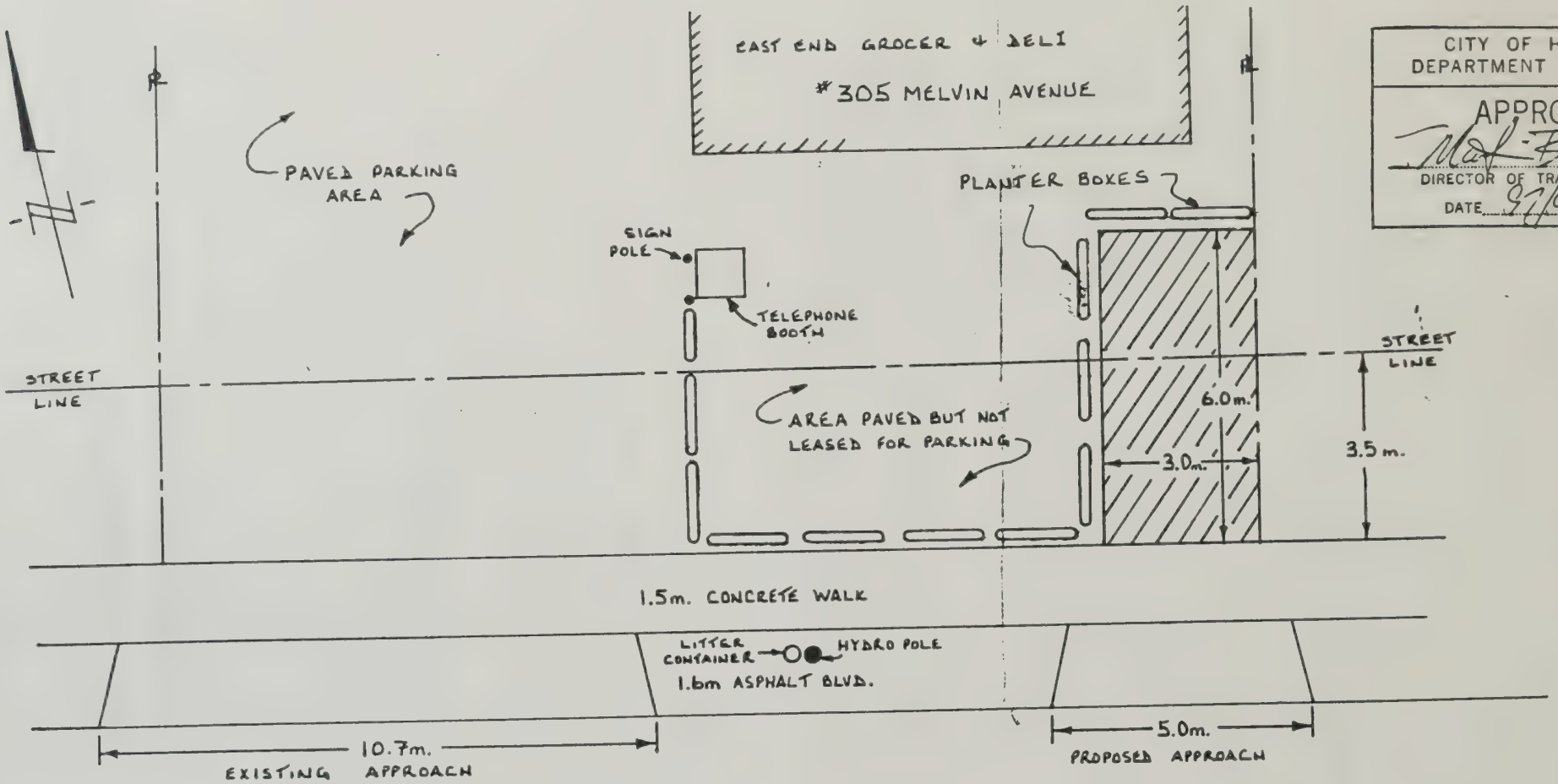
The application has been reviewed by the Traffic Division, and it has been determined that one boulevard parking space in this area would be satisfactory provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $356.45 which represents the first annual leasing fee (69.13 including G.S.T.) and encroachment insurance ($10.00), as well as the one-time registration fee ($50.00) and one-time processing fee (227.32 including G.S.T.).

CVB/MBH/klk

c.c. Patrice Noé Johnson, City Solicitor, Law Department

"SCHEDULE B"



CITY OF HAMILTON
DEPARTMENT OF TRAFFIC

APPROVED
Mark B. Hugel
DIRECTOR OF TRAFFIC SERVICES
DATE 97/07/16

MELVIN AVENUE

REQUIRED PRECAST CONCRETE CURBS OR PLANTER BOXES

AREA FOR PARKING OR LOADING (MUST BE HARD - SURFACED)

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE: 1: 100 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(60)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 21
E220-0602 L. Ryan

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Access to No. 652 Upper Paradise Road (R-98-21)

RECOMMENDATION:

a) That the City Solicitor be authorized to amend the Modified Subdivision Agreement registered as Instrument No. 081926 and that the appropriate City Officials be authorized to sign any necessary documentation to amend the Modified Subdivision Agreement registered as Instrument No. 081926 to delete the requirements relating to driveway access.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Access to No. 652 Upper Paradise Road (R-98-21)

BACKGROUND:

In 1986, the Regional Land Division Committee approved application H-54-86 which severed lands at No. 648 Upper Paradise Road from lands at No. 644 Upper Paradise Road. Since the proposed grade of the Upper Paradise Road bridge over the LINC was not finalized and since a vertical crest curve was proposed on Upper Paradise Road, we recommended as a condition of severance approval that lands at No. 648 Upper Paradise Road retain a right-of-way for access over lands at No. 644 Upper Paradise Road for access to Upper Paradise Road. This Driveway Alteration Agreement was approved by Regional Council on May 19, 1987 and registered as Instrument No. 415101 CD.

In 1990, the owners of lands at No. 648 Upper Paradise Road submitted Land Severance Application H-1-90 to sever a lot from the south side of lands at No. 648 Upper Paradise Road and to grant this new lot a right-of-way over the rear lands at No. 648 Upper Paradise Road to gain access to Upper Paradise Road over lands at No. 644 Upper Paradise Road. This application was approved by the Land Division Committee on May 22, 1990.

Since these land severance applications were approved and the rights-of-ways registered, the Region finalized the engineering drawings for the LINC and the proposed centreline elevation of the LINC was lowered. The Region constructed the Upper Paradise Road overpass based on the revised lower grades, and as a result the vertical curve on the Upper Paradise Road overpass was reduced. The Region has received a request from the owner of lands at No. 652 Upper Paradise Road to construct a direct access to Upper Paradise Road from their single family home. Field investigations have been done which indicate that direct access to Upper Paradise Road, at the north side of the property, will conform to the Region's sight line requirement. It will be the applicant's responsibility to contact the Department of Public Works and Traffic to obtain the necessary Approach Approval.

For the information of the Committee, Regional Council on November 4, 1997, granted approval for direct access to Upper Paradise Road from 648 Upper Paradise Road, the adjacent property to the north.

:lr

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 23
T103 51 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-98-02)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

vmz JKC:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1998 May 12

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Hess Street North	17 Hess Street North	J. & C. Burke	Portion of Porch & Steps measuring 0.8m x 2.60m	$184/20	T103-50 (1335)
King Street West	988 King Street West	New Village Restaurant	Portion of overhead sign measuring 2.29m x 1.22m portion of a planter over by 0.34m	$184/52	T103-50 (1448)
Caroline Street N.	211 Caroline Street N.	R. & L. Mesaglio	Portion of Porch & Steps measuring 0.487m x 4.87m	$184/20	T103-50 (1351)
Caroline Street N.	213 Caroline Street N.	S. Weinroth	Portion of Porch & Steps measuring 0.533m x 4.87m	$184/20	T103-50 (1350)
Hillyard Street	10 Hillyard Street	Amcan Castings Ltd.	Four, 1.0m Concrete Posts Four concrete curbs measuring 0.30m x 3.20m	$185/20	T103-50 (1353)

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 22
S715-35, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1998 Servicing Expenditures Related to Subdivisions
(R-98-22)

RECOMMENDATION:

a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"OLMSTEAD PARK - PHASE 1", Hamilton

City's Share - $ - NIL -, Owner's Share - $ 145,023.00

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Olmstead Park - Phase 1", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that work not be commenced until the Final Plan and Subdivision Agreement has been registered.

d) That in the event the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, he should be allowed to do so at his own risk provided he enters into a standard agreement with the City of Hamilton for pre-servicing.

Cont'd...

1998 April 22

1998 Servicing Expenditures Related to Subdivisions
(R-98-22)

Cont'd...

D. Lobo
Commissioner
Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial or legal implications.

BACKGROUND:

On 1997 April 29, City Council in adopting Section 1 of the 7th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Olmstead Park - Phase 1", under the condition that the Owner, Paul Silvestri enters into a Subdivision Agreement with the City of Hamilton.

The Owner wishes to proceed with the development of "Olmstead Park - Phase 1" at this time which will result in the creation of fifteen (15) lots for single family dwellings and one (1) block to be developed with the adjacent lands to the west.

An estimate of costs have been calculated in accordance with current City cost sharing policy and there is no City share for this development.

The lands of "Olmstead Park - Phase 1" are located on the north side of Rymal Road East, west of Upper Wellington Street, in the Ryckmans Planning Neighbourhood.

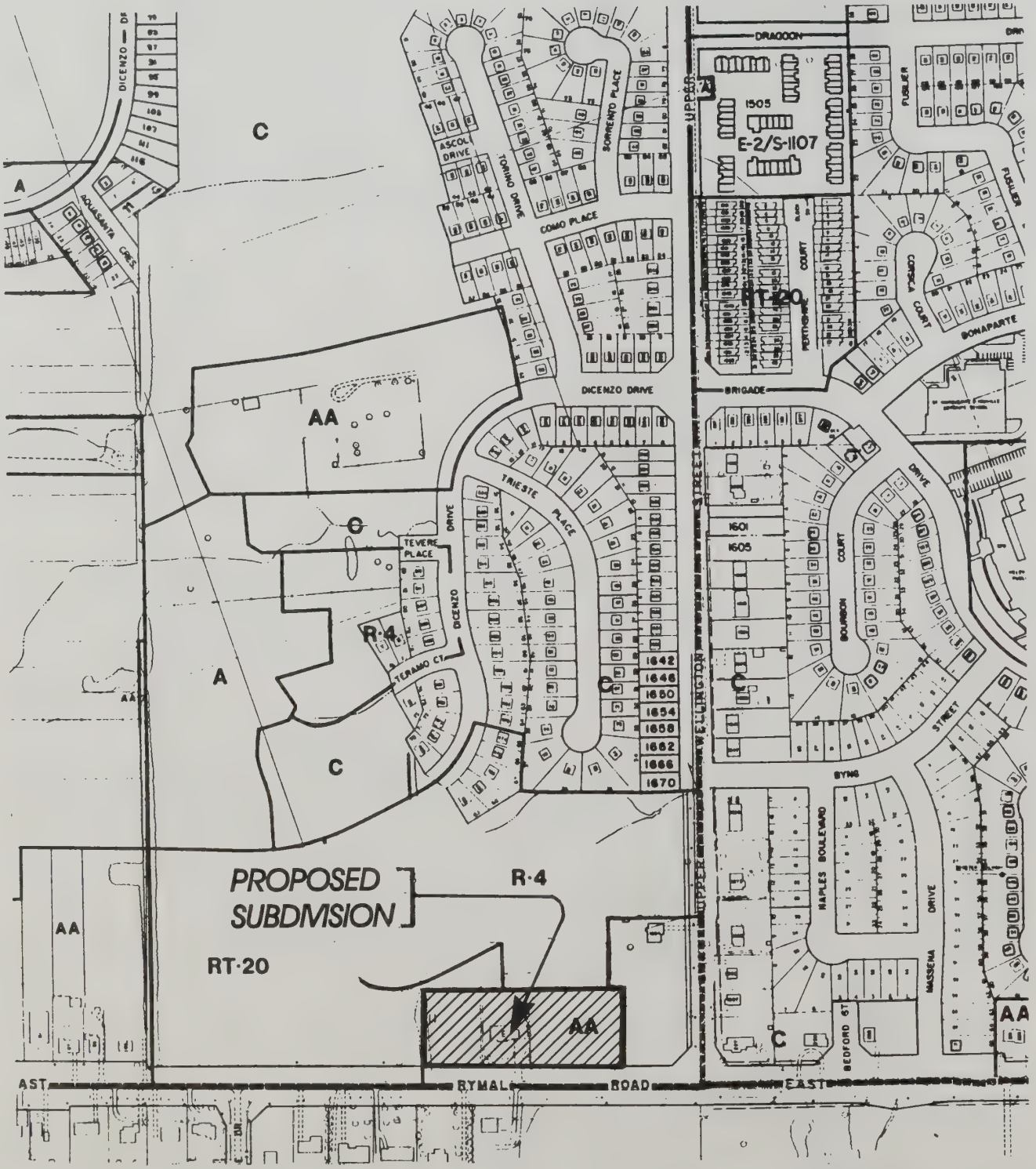
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(Attach.)

cc: Regional Environment Department
Att: J. Thoms, Att: G. Paparella

1998 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"OLMSTEAD PARK - PHASE 1"	15 LOTS	COUNCIL	Catch Basins & Connections	$0.00	$0.00	$0.00		
PAUL SILVESTRI	1 BLOCK	97 APRIL 29	Curbs & Sidewalks	$0.00	$0.00	$0.00		
A.J. CLARKE &	HAMILTON	P&D	Finished Roads	$0.00	$0.00	$0.00		
ASSOCIATES LTD.		7-97	Sewers & Watermains	$0.00	$0.00	$0.00		
B.J. CLARKE, O.L.S.		SECTION 1	Seeding/Sodding	$0.00	$0.00	$0.00		
S715-35			Street Lighting	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Dead End Barricades	$0.00	$0.00	$0.00		
			Fencing	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$145,023.00	$145,023.00
TOTALS:				$0.00	$0.00	$0.00	$145,023.00	$145,023.00

- OVERSIZING EXPENDITURES are Non-Recoverable
- 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LEGEND

Proposed Subdivision

KEY PLAN
"OLMSTED PARK - PHASE 1," Hamilton

NORTH

NOT TO SCALE

NEIGHBOURHOOD
RYCKMANS

DATE
APRIL 22, 1998

FILE No.
S715 - 35

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 5
S720-37 P. Strong
S720-38

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1998 Servicing Expenditures Related to Subdivisions (R-98-23)**

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Tiffany - Phase 2", Hamilton

City's share $ 10,421.00, Owner's share $ 434,612.00

"Timothy Survey - Phase 2", Hamilton

City's share -NIL-, Owner's share $ 79,329.00

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Tiffany - Phase 2", Hamilton and "Timothy Survey - Phase 2", Hamilton, as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

dont'd....

cont'd....

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of services in "Tiffany - Phase 2", Hamilton ($ 10,421.00) be approved and that the Finance and Administration Committee recommend the source of funding.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"Tiffany - Phase 2"

The total estimated cost of the City's share of services to be approved at this time for Tiffany - Phase 2 is $ 10,412.00 which is associated with the above ground works for extra depth asphalt Redfern Avenue and Chedmac Drive. The City's share is recoverable through the collection of City Development charges..

cont'd....

cont'd....

"Timothy Survey - Phase 2"

There is no City share for the installation of the services for this development.

BACKGROUND:

"Tiffany - Phase 2"

At its meeting of September 24, 1996 City Council approved the draft plan of subdivision for "Tiffany", under the condition that the owner, Chedoke Health Corporation enter into a subdivision agreement with the City of Hamilton. The prospective owner, Starward Homes Limited wishes to proceed with the development of "Tiffany - Phase 2" which will result in the creation of 50 Lots for single family homes.

An estimate of costs has been prepared and it has been determined that there is City share for this development. The total estimated cost of the City's share of services to be approved at this time for "Tiffany - Phase 2" is $ 10,412.00 which is associated with the above ground works for extra depth asphalt on Redfern Avenue and Chedmac Drive. The City's share is recoverable through the collection of City Development charges..

cont'd....

1998 January 5

1998 Servicing Expenditures Related to Subdivisions (R-98-23)

cont'd....

The lands of "Tiffany - Phase 2" are located west of Sanitorium Road and south of Scenic Drive in the Mountview Neighbourhood.

"Timothy Survey - Phase 2"

At its meeting of October 25, 1994, City Council approved the draft plan for the "Timothy Survey". The owner, 1036210 Ontario Ltd., Mr. P. Silvestri, President, wishes to proceed with the development of "Timothy Survey - Phase 2" at this time.

The development of "Timothy Survey - Phase 2" will result in the creation of 22 Lots for single family homes. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Timothy Survey - Phase 2" are located west of Upper Wentworth Street and north of Stone Church Road East in the Crerar Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

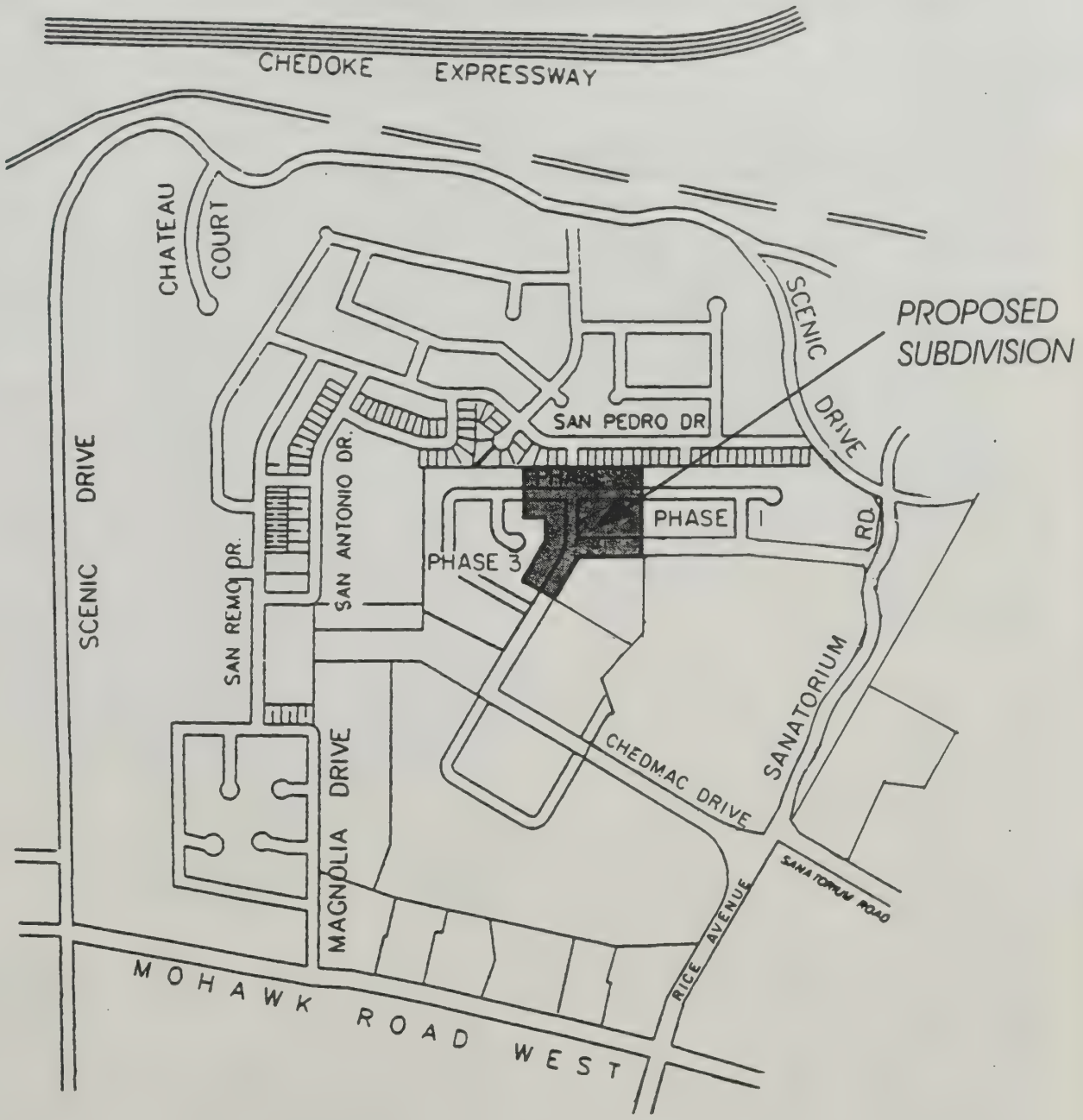
TSV
/ps

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

cc: Regional Environment Department
Mr. Jim Thoms, Commissioner

cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

A:\T&E98\98-04-24/DISC



LEGEND

Proposed Subdivision

KEY PLAN
"TIFFANY - PHASE 2", Hamilton

NORTH

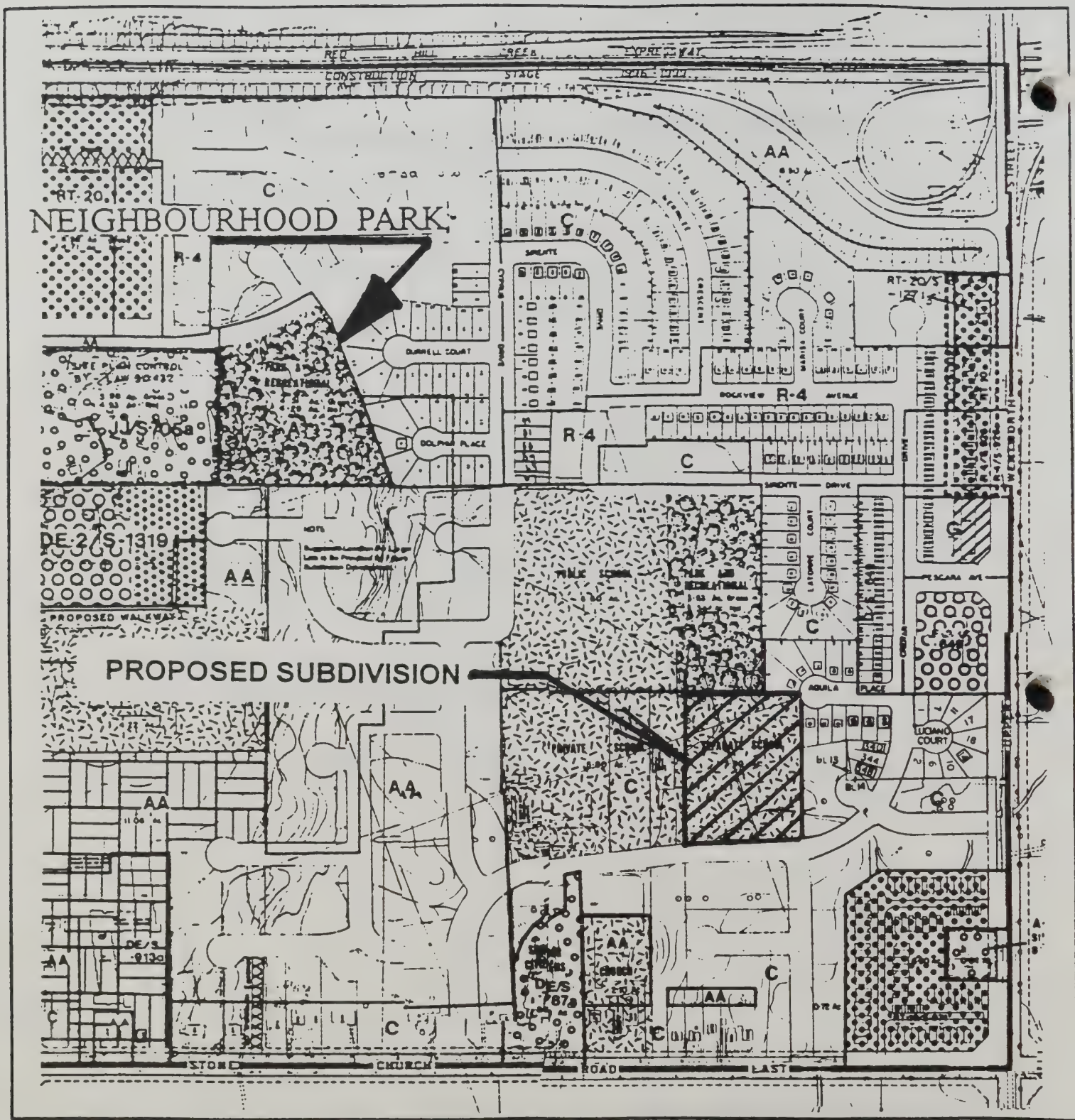
NOT TO SCALE

NEIGHBOURHOOD
MOUNTVIEW - Approved Plan

DATE
April 21, 1998

FILE No.
S720 - 37

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division



LEGEND

Subject Lands

KEY PLAN

"Timothy Survey - Phase 2"

NORTH

CITY OF HAMILTON
CRERAR

DATE	FILE No.
April 27, 1998	S720-38

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

2(8)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 9
T103-23 (6) J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Temporary Road Closures; Boy Scout/Girl Guide Parade
Saturday 1998 May 30 (R-98-18)

RECOMMENDATION:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close the following streets in the City of Hamilton:

Locke Street, from York Boulevard to Main Street
MacNab Street, from Main Street to Hunter Street
Jackson Street, from MacNab Street to City Hall parking lot,

on Saturday 1998 May 30, from 8:00 am to 12:00 noon, for the annual Scouts Canada/Guides Canada Parade be approved, subject to the following conditions;

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

Cont'd...

Scouts Canada/Guides Canada

Cont'd...

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, and at the expense of the applicant;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Policing costs of $4,015, HSR costs of $496.44 and Public Works and Traffic costs of $1,104.44, will be drawn from the Region's account for Special Events.

BACKGROUND:

A request has been received from Scouts Canada/Guides Canada to hold their annual parade in downtown Hamilton on Saturday May 30, 1998 from 8:00 am to 12:00 noon. The route requires the full closure of Locke Street, from York Boulevard to Main Street, Main Street, from Queen Street to MacNab Street, MacNab Street, from Main Street to Hunter Street and Jackson Street from MacNab Street to City Hall parking lot where the parade will disperse. In conjunction with these closures, it will be necessary to temporarily close Main Street at the intersections of Pearl, Ray, Queen, Hess, Caroline and Bay as the parade passes those points. Regional Police Services will allow intermittent openings in the parade.

Regional Police Services will incur costs of $4,015.00 to provide 25 Officers and 1 Civilian Radio Operator to ensure the event is properly controlled. HSR will require one additional information clerk and three supervisors for this event for a total cost of $496.44.

Cont'd...

Scouts Canada/Guides Canada

Cont'd...

The Department of Public Works and Traffic will install six "Temporary Road Closure" signs at $150 per sign, install and remove "No Parking" signs and bag parking meters where necessary at a cost of $204.44, for a total cost of $1,104.44. These costs will be absorbed by the Region's account for special events.

The Scouts/guides Canada parade is one of the oldest parades in North America and as the applicant has the full support of all affected municipal departments. Since Regional Police Services will provide safety to all spectators and participants, this Department is in favour of the parade.

JKC:

cc: R. Morrow, Mayor
cc: Alderman, M. Kiss
cc: Alderman, M. Caplan
cc: Alderman, A. Horwath
cc: Alderman, R. Corsini
cc: G. Kirchknopf, Department of Public Works and Traffic
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 4th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
April	Association of Ontario Road Supervisors	A.O.R.S. Newsletter	1998 April 16
April 3	Ministry of the Environment	Provincial Offence Notice served on CleanSoils Ltd. on March 31 for violations of their Certificate of Approval observed on March 19 and March 27	1998 April 17
April 17	Kevin Christenson, Secretary Transport and Environment Committee	Conservation Planning Guides Federation of Ontario Naturalists	1998 April 17
March 3	Kevin Christenson, Secretary Transport and Environment Committee	Provincial Certificate of Approval for a Waste Disposal Site (Processing) Hamilton Bio Conversion Inc.	1998 April 20
April 2	Kevin Christenson, Secretary Transport and Environment Committee	Correspondence from the Federation of Ontario Naturalist	1998 April 20
April 20	Kevin Christenson, Secretary Transport and Environment Committee	Hamilton Bio Conversion Inc. Provincial Certificate of Approval (Waste Disposal Site Processing) 2380 Brampton Street	1998 April 20
April 15	Commissioner of Public Works and Traffic	Parking Arrangements for the Change of Command Ceremony in honour of Chief R. Middaugh and Chief Designate K. Robertson	1998 April 24
April 17	Commissioner of Public Works and Traffic	Intersection Control Conclusion of Six Month Trials	1998 April 24
April 24	Ontario Good Roads Association	March Issue	1998 April 24
April 24	Ontario Good Roads Association	April Issue	1998 April 24
April 24	Commissioner of Public Works and Traffic	Proposed 1998 Hot-in-Place Asphalt Recycling Programme	1998 April 24

Kevin C. Christenson, Secretary
1998 May 4

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF MEETING

URBAN MUNICIPAL

JUN 22 1998

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 June 22nd
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Traffic Calming Plan for Albright Road between Quigley Road and Mount Albion Road

   (b) Proposed Sale: Closed Portion of Dulgaren Street from the Future east Limit of Eaglewood Drive, easterly for approximately 62 metres

   (c) Napier Street between Pearl Street North and Ray Street North Parking Regulations - Alderman M. Kiss (Tabled 1998 February 16)

2. **CONSENT AGENDA**

3. **DIRECTOR OF PLANNING AND DEVELOPMENT**

   Canadian Waste Services Inc.
   245 Lottridge St./Industrial Sector "C"- Application for an Amendment to Certificate of Approval No. A100130 for a Waste Disposal Site (Transfer)

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF MEETING

URBAN MUNICIPAL

JUN 22 1998

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 June 22nd
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Traffic Calming Plan for Albright Road between Quigley Road and Mount Albion Road

   (b) Proposed Sale: Closed Portion of Dulgaren Street from the Future east Limit of Eaglewood Drive, easterly for approximately 62 metres

   (c) Napier Street between Pearl Street North and Ray Street North Parking Regulations - Alderman M. Kiss (Tabled 1998 February 16)

2. **CONSENT AGENDA**

3. **DIRECTOR OF PLANNING AND DEVELOPMENT**

   Canadian Waste Services Inc.
   245 Lottridge St./Industrial Sector "C"- Application for an Amendment to Certificate of Approval No. A100130 for a Waste Disposal Site (Transfer)

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **PUBLIC WORKS DIVISION**

(a) Periodic Flooding of Beach Strip Roads Abutting the QEW

(b) Alternate Methods of Weed Control for Traffic Islands

(c) Restoration of Tar and Chip Surface Treated Roads

(d) Award of Tender for Concrete Cutting and Asphalt Planing for the Department of Public Works and Traffic During 1998, 1999 and 2000

(e) Proposal - Quality Control Testing for Hot-In-Place Asphalt Recycling

(ii) **TRAFFIC AND PARKING SERVICES DIVISION**

(a) Parking for Services in Kind

(b) Municipal Parking Tag Program

(c) Main Street West and Whitney Avenue
School Crossing Guard (tabled 1998 May 4 - Ald. Kiss)

(d) Beryl Street and Birchview Drive - School Crossing Guard

(iii) **CITY ENGINEER**

(a) Banner Application - Beau Monde Productions

(b) Mud Tracking

5. **CITY CLERK**

Referral form the Committee of the Whole
Kenilworth Business Association - Christmas Light Replacement

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
6.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	1998 March 2nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	1998 March 2nd	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	1998 April 6	Ald. Wilson	Report Back
10.	Rental of Bay-King Property for a Municipal Parking Lot	1998 May 4	Commissioner Public Works and Traffic	Tabled for further information

Kevin C. Christenson, Secretary
June 22nd, 1998

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-172-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Albright Road between Quigley Road and Mount Albion Road - Proposed Traffic Calming Plan

RECOMMENDATION:

(a) That City Council enact the attached by-law to alter the roadway of Albright Road between Quigley Road and Mount Albion Road, for the purpose of implementing an experimental traffic calming plan, by narrowing the pavement from the existing width which varies from 7.9 metres to 13.0 metres to a width varying from 4.9 metres to 13.0 metres; and

(b) That the existing all-way stop control at the intersection of Albright Road and Montmorency Drive be removed (in accordance with the installation of a "mini-circle" and corner radius improvements), and that the City Traffic By-law 89-72 be amended accordingly; and

(c) That staff be directed to report back to the Committee on the effectiveness of this plan in approximately one year after the implementation of the traffic calming measures.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting, removing and maintaining the required signs.

The costs for the physical alterations are estimated at $26,000. for four permanent and three temporary traffic calming devices without landscaping or irrigation. These funds can be made available through the various accounts within Account Centre No. 60132 (Sidewalk Curb Repair).

Future capital funds in the order of $70,000. will be required for the completion of the permanent installations, landscaping and irrigation, if the traffic calming measures are successful.

BACKGROUND:

In September of last year, Alderman Chad Collins and Alderman Fred Eisenberger convened a neighbourhood meeting to discuss the residents' concerns regarding the speed and volume of traffic on Albright Road between Quigley Road and Mount Albion Road. As a result of this meeting, a neighbourhood committee was set up to meet with staff to discuss strategies for traffic calming on this section of street.

Traffic calming is somewhat new to communities in Canada, although it is used extensively in Europe and some cities in the United States. It may involve the altering of motorists' behaviour on a single street or on a street network. It may also include traffic management, which involves changing traffic routes or flows within a neighbourhood. The definition of "Traffic Calming" adopted by the Institute of Transportation Engineers International reads as follows:-

> *"Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users."*

The land use on Albright between Mount Albion and Montmorency consists of single family homes. Between Montmorency and Quigley, there are townhomes, a 134 unit apartment building, Sir Wilfred Laurier Recreation Centre, Sir Wilfred Laurier School and Bishop Ryan High School. There are three additional schools in this immediate vicinity.

For many years, Albright Road did not connect across the ravine which divided the Red Hill and Vincent neighbourhoods. The road was opened to traffic several years ago, joining these two neighbourhoods, and Albright now serves as a neighbourhood collector roadway with traffic signals at Mount Albion and at Quigley.

Studies conducted in the Fall of last year revealed that the 85th percentile speed (the speed at which 85 percent of the motorists travel at or below) was approximately 48 km/h for eastbound traffic and 50 km/h for westbound traffic. This is a normal speed profile for this type of street. The two-way volume of traffic on Albright, east of Mount Albion, is approximately 2,000 vehicles per day (vpd) and approximately 3,150 vpd west of Quigley. This volume is also normal for this type of street. However, the volume and speeds have always been a concern of the residents since the street was opened.

Although the speed and volume studies are normal for this type of street, staff support a traffic calming experiment on Albright for the following reasons:

- the residents originally wanted Albright re-closed at the ravine which would seriously affect neighbourhood access to schools and the recreation centre and which would divert traffic to other local streets. The proposed traffic calming plan would not disrupt access to these facilities and would not be expected to divert traffic to other streets; and
- vehicular access for emergency vehicles would be maintained; and
- the plan provides an opportunity to aesthetically enhance the street with landscaping; and
- the presence of five schools and a recreation centre in very close proximity; and
- the residents are concerned that Albright will become a convenient route to the Greenhill interchange when the North-South Freeway is opened to traffic and are demanding that precautionary measures be taken before a problem develops; and
- staff are anxious to find a suitable street to experiment with traffic calming; and
- the residents and staff have been able to develop a mutually acceptable plan which incorporates several design features.

Staff met regularly with the Neighbourhood Committee and developed a traffic calming plan (attached) for Albright Road which includes:-

- 3 bumpouts to narrow the pavement width between Mount Albion and Montmorency; and
- gateway islands into the neighbourhood on Albright at Mount Albion and at Quigley; and
- a chicane on the roadway across the ravine; and
- a mini-circle at the intersection of Montmorency at Albright (including radius improvements). This "mini-circle" will be more energy efficient as it will replace the existing four-way stop; and
- a bumpout at Nicklaus Drive (which will assist the School Crossing Guard operation at Albright and Nicklaus).

All of the above devices are standard treatments which are used extensively in other Canadian and US cities, and are contained in the Roads and Transportation Association of Canada's "Canadian Guide to Neighbourhood Traffic Calming" which is in the final draft stage. However, it is recommended that the installations be approved on a one-year trial while the effects on traffic movements and the degree to which the resident's concerns are alleviated can be measured.

A follow up public meeting was convened by Alderman Collins and Alderman Eisenberger on 1998 April 30 at Bishop Ryan High School and was attended by approximately 30 area residents. The purpose of this meeting was to present the final design to the neighbourhood. All in attendance supported the proposed traffic calming plan.

In order to assess the full impacts of the traffic calming measures, before and after speed, volume and turning movement studies will be conducted. In order to address several operational concerns (snow ploughing, street cleaning, etc.), several of the devices will be installed temporarily. If successful, these temporary devices would be replaced with permanent devices, provided future capital funds can be made available. The remaining devices will be installed on a permanent basis and include; gateway islands, radius improvements at Albright and Montmorency and the pavement narrowing at Nicklaus.

The proposed alteration of Albright Road was approved by City Council on 1998 May 12, by adopting Item 1 of the 7th Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Hamilton Spectator as required by Section 300 of The Municipal Act.

cc MH
CVB/MBH/klk
Attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO ALTER ALBRIGHT ROAD BETWEEN QUIGLEY ROAD AND MOUNT ALBION ROAD BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Albright Road is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 1 of the 7th Report of the Transport and Environment Committee on May 12, 1998, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Albright Road as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Albright Road between Quigley Road and Mount Albion Road, for the purpose of narrowing the travelled portion of the said street from the existing width which varies from 7.9m to 13.9m to a width varying from 4.9m to 13.0m, as illustrated in Schedule "A" attached hereto.

2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1998.

CITY CLERK MAYOR

(1998) 7 R.T.E.C. 1, May 12

ALBRIGHT ROAD TRAFFIC CALMING PLAN



SCHEDULE "A"

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-law to close a portion of Dulgaren Street (R-98-31)

RECOMMENDATION:

a) That the appropriate By-law, prepared to the satisfaction of the City Solicitor, to sell a portion of Dulgaren Street as closed by Judge's Order designated as Parts 2, 3 & 4 on Plan 62R-14087 be enacted by Council

D. Lobo
Commissioner
Public Works and Traffic

per: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City Council at its meeting on 1998 May 12 adopted item 27 of the 7th Report of the Transport & Environment Committee to sell the above mentioned closed road allowance to Harp Homes Inc. for the sum of $24,750.00.

(cont'd pg 2)

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this By-law in order to complete the sale.

KML/GM:sk
Encl.

cc: F. Angelici, Planning Department
M. Watson, Property Department
J. Davidson, Law Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO SELL A CLOSED PORTION OF DULGAREN STREET FROM THE FUTURE EAST LIMIT OF EAGLEWOOD DRIVE, EASTERLY FOR APPROXIMATELY 31 METERS AS CLOSED BY JUDGE'S ORDER LT478474 AND DESIGNATED AS PARTS 2, 3 & 4 ON PLAN 62R-14089

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the said Dulgaren Street was closed by Judge's Order registered as LT478474 and as authorized by City Council in adopting Item 27 of the 7th Report of the Transport & Environment Committee on 1998 May 12.

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of the By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the closed portion of Dulgaren Street designated as:

   Parts 2, 3 & 4 on Plan 62R-14089.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the above mentioned lands designated as Parts 2, 3 & 4 on Plan 62R-14089 be sold to Harp Homes Inc. for a sum of $24,750.00 pursuant to the agreement dated 1998 March 30.

PASSED this day of A.D. 1998

City Clerk Mayor

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 23
File No. TEC-042-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Napier Street between Pearl Street North and Ray Street North - Parking Regulations

RECOMMENDATION:

That no action be taken on the request to implement a "Permit Parking" regulation on the south side of Napier Street between Pearl Street North and a point 191 feet easterly therefrom.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

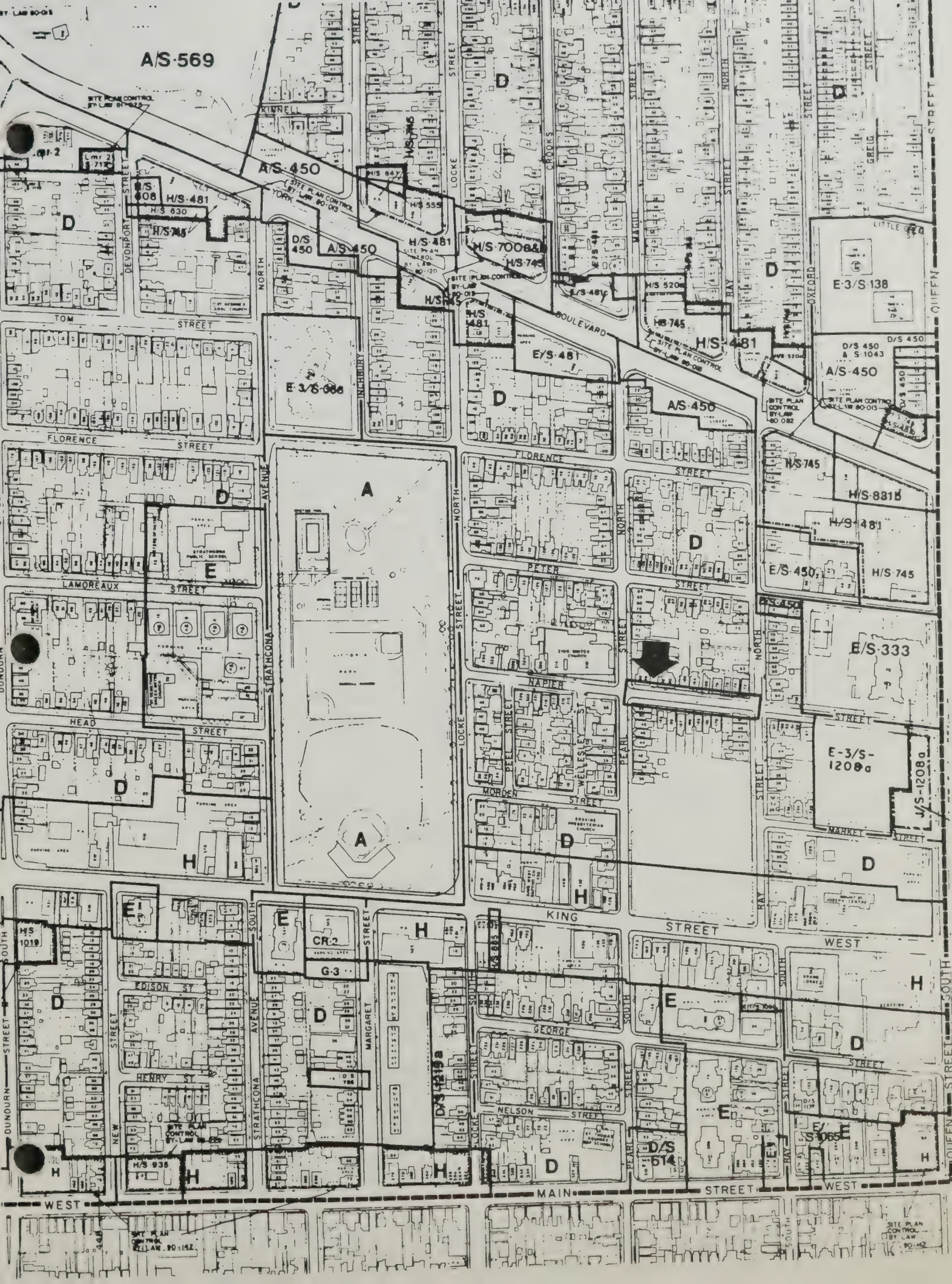
Alderman Mary Kiss advised staff of a request that a "Permit Parking" regulation be implemented on Napier between Pearl and Ray. As a result, staff subsequently received a petition signed by representatives of eight of the eleven homes abutting Napier between Pearl and the east property line of No. 185 Napier Street requesting that a "Permit Parking" regulation be implemented on the south side of the street in the westerly section of the block. Seven of the residents that signed the petition are in favour of the requested regulation and one has no opinion. The petition was not circulated to the residents abutting the easterly section of the block.

Napier has a 22-foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this block. An investigation has revealed that, on the south side of the street, there are seven on-street parking spaces between Pearl and the east property line of No. 185 Napier Street, the westerly half, and four on-street parking spaces in the remaining easterly section of the block. Residents indicated on the petition that four permits are required. Staff has been advised by two residents that did not sign the

petition that three additional permits are required for their homes, for a total demand of seven permits for the eleven properties abutting this section of the block.

The implementation of the requested regulation in the westerly section of the block will result in only four unrestricted parking spaces remaining in the block to accommodate the nine homes abutting the easterly section of the block, five of which do not have driveways. Thus, staff does not support the implementation of the requested regulation as it will result in significant on-street parking difficulties for the residents in the easterly section of the block.

CVB/MBH/kg


A/S-569
A/S-450
H/S-481
H/S 630
H/S-745
D/S 450
A/S-450
H/S 555
H/S-481
H/S-700&8
H/S-745
H/S 520
H/S-481
E-3/S-138
D/S 450 & S-1043
A/S-450
H/S-745
H/S-481
E/S-481
E-3/S-066
A/S-456
H/S-745
H/S-881B
H/S-481
E/S-450
H/S-745
E/S-333
E-3/S-1208a
J/S-1208a
H/S 1019
CR-2
G-3
H/S 935
D/S 1219a
D/S 614
E/S-1065
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
DUNDURN STREET SOUTH
STRATHCONA AVENUE
NORTH LOCKE STREET
NORTH BROOKS STREET
NORTH HAY STREET
OXFORD STREET
GREIG STREET
LITTLE ROB STREET
DEVONPORT STREET
INCHBURY STREET
BOULEVARD
YORK
PETER STREET
NAPIER STREET
MORDEN STREET
WELLESLEY ST
PEARL STREET
MARKET STREET
EDISON ST
HENRY ST
GEORGE STREET
NELSON STREET
MARGARET AVENUE
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-142

CITY OF HAMILTON

- RECOMMENDATION -

3.

DATE: 1998 June 08
(ENV-MOECOA-97-01)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 245 Lottridge Street/Industrial Sector "C"
Application for an Amendment to Certificate of Approval
No. A100130 for a Waste Disposal Site (Transfer)
Canadian Waste Services Inc.

RECOMMENDATIONS:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton is concerned about the operational practices and procedures of Canadian Waste Services Inc. at their facility located at 245 Lottridge Street and the impacts on the adjacent neighbourhood. However, the City would not object to the proposed Amendment to Certificate of Approval No. A100130 provided the following are undertaken:

(i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOE;

(ii) that the Notice of Amendment to Certificate of Approval No. A100130 is amended by the addition of the following clauses:

(1) "The Company shall take all reasonable effort to ensure all incoming and outgoing truck vehicles to and from the site will be directed to access and exit the site exclusively from Landsdowne Avenue or from the northerly portion of Lottridge Street, north of the east-west CNR tracks";

(2) "The Company shall ensure that an appropriate waste deodorizer be applied on all waste piles, regardless of the presence of odours, at a minimum at the end of every day and on a more frequent basis during the day as climatic conditions dictate"; and,

(3) "The Company shall ensure that at all times rodent traps/bait locations are established on the site and are fully operational on a continuing basis."

(iii) that a review of the current dollar value of the Financial Assurance posted by Canadian Waste Services Inc. with the Ministry of the Environment ($95,000) be reviewed by appropriate MOE staff to ensure that the Financial Assurance covers the costs associated with:

(1) hauling, treating and disposing of the waste materials;
(2) dismantling and disposal of equipment or other facilities;
(3) excavation and disposal of contaminated soil, if necessary; and,
(4) site rehabilitation.

(b) That staff of the By-law Services Section of the Department of Public Works and Traffic undertake a regular and on-going review of the waste management operation at 245 Lottridge Street and issue appropriate charges upon violations, particularly in regard to litter and mud-tracking of vehicles onto public streets;

(c) That Canadian Waste Services Inc. undertake a truck traffic assessment detailing streets used to enter or exit the facility at 245 Lottridge Street and submit this assessment within 12 months to the Public Works and Traffic Department for review and that staff report back to the Transport and Environment Committee on this matter;

(d) That staff of the Planning and Development Department in conjunction with Canadian Waste Services Inc. consult with local residents on at least an annual basis and/or as operational logistics of the facility change to identify any community concerns;

(e) That a copy of this report be forwarded to the MOE West Central Branch for their consideration;

(f) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(g) That the MOE West Central Branch be requested to forward a copy of the amended Certificate of Approval No. A100130 to the City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual or company is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site specific considerations relevant to the proposal, contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. To achieve this, a Certificate of Approval stipulates the range or types of wastes that can be managed at the facility to which the Certificate of Approval applies, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement.

As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The Proposal

The West Central Region of the MOE has received an application from Canadian Waste Services Inc. to amend its Certificate of Approval No. A100130 for a Waste Disposal Site (Transfer) at 245 Lottridge Street (see attached key map, marked Appendix "A").

The Canadian Waste Services facility at 245 Lottridge Street receives dry waste and recyclables generated from the ICI (institutional/commercial/industrial) sector. Household or curb-side waste, hazardous wastes or liquid wastes are not accepted at this facility. The facility receives the dry ICI waste and recovers materials suitable for recycling, which is then shipped to other firms. The bulk (95 percent) of the non-recyclable or residual waste is shipped to a firm in Thorold. The current Certificate of Approval No. A100130 permits the following:

- The quantity of waste and/or recyclable material stored at the site shall not exceed the site storage capacity of 1000 tonnes at any one time;
- The amount of waste residual removed from the site for disposal does not exceed the maximum of 200 tonnes on any one day;
- All waste generated as a result of site operations shall be transported off-site within ninety (90) days of receipt;
- The Company shall only receive waste and/or recyclable material at the site between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 7:00 a.m. and 3:00 p.m. on Saturday; and,
- Material recovery and/or waste processing operations shall occur inside the building and may be conducted 24 hours per day.

The proposed Amendment to Certificate of Approval No. A100130 is "to increase the waste residual generated at site and transferred off-site to a maximum of 500 tonnes/day, from the existing limit of 200 tonnes/day. Truck traffic will increase as a result of this operational change; storage capacity of 1,000 tonnes and population area will not change."

The Proponent's Truck Traffic Assessment

A Traffic Assessment report prepared for Canadian Waste Services Inc. by Proctor & Redfern Limited dated February, 1998 noted the following changes in truck traffic by specific vehicle/load type, assuming an increase of 300 tonnes in the waste residual generated at site and transferred off-site.

Vehicle/Load Type	Existing	Additional	Future
Waste Collection	31/day	45/day	76/day
Recycling	4/day	0/day	4/day
Recovery	2/day	0/day	2/day
Waste Transfer	6/day	10/day	16/day
Total Vehicles	43/day	55/day	98/day

The report further notes the distribution of the 196 truck vehicles in the vicinity of 245 Lottridge Street in the table below. The figure of 196 is derived from 98 trucks per day multiplied by two, as each truck must use the street two times (once on the way to the site and once to exit the site).

Street	Existing Daily Truck Traffic	Future Daily Truck Traffic	Change
Beach Road	34/day	39/day	+5
Lottridge Street (south of facility)	9/day	2/day	-7
Landsdowne Avenue	4/day	37/day	+33
Biggar Avenue	13/day	38/day	+26
Birmingham Street	26/day	79/day	+53
Total	86/day	196/day	+110

The report concluded that "it is anticipated that the additional truck traffic will have little overall impact on traffic circulation in the area. The most noticeable truck traffic increase will occur on Birmingham Street, Landsdowne Avenue and Biggar Avenue, respectively."

In regard to the concern of trucks queuing on adjacent streets, the report notes the following:

"The operation of the scale is in excess of 100 vehicles per hour as the weighing operation generally takes less than 30 seconds per vehicle. Given that the peak hourly truck traffic in both directions is expected to be less than 30 vehicles per hour, the scale operation is not expected to cause queuing problems whether on-site or on the adjacent street system.

It is proposed that traffic conditions will be monitored once the application is approved. Should queuing problems occur (i.e. queuing that extends onto public roadways), Canadian Waste Services proposes three possible options to alleviate the problem:

1) Tare weight the trucks that are repeat users, thereby reducing that traffic by half since they would require scale use for gross weight;
2) Install a scale house to provide quicker truck movements out, thereby freeing the scale for inbound traffic;
3) Install a second scale."

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

"We have reviewed the report done by Proctor & Redfern Limited regarding the truck impacts of this application and agree with its conclusion that "the additional truck traffic will have little overall impact on traffic circulation in the area."

Our greatest potential concern was with respect to the possibility of queuing on the roadways as a result of delays at the weigh scales. The report specifically addressed this concern and indicates that it should not be a problem. The consultant has also indicated that traffic will be monitored as the project continues and that there are three options available to address this concern, if it were to arise. We are unsure as to what assurances could be provided that these alleviation measures would be undertaken once the approval has been granted."

In addition, for the information of the Committee, Public Works and Traffic Department staff are presently reviewing the truck route designation on Lottridge Street south of the east-west CNR tracks to Barton Street to determine whether this designation is still appropriate.

City - Building Department

"Please be advised that this Department has examined the proposal and offers the following comments:

1. This site is located in a "K" District.

2. The proposed use is permitted within this District."

City - Fire Department

"This Department has reviewed the proposed Amendment to the existing Certificate of Approval for the above noted site. A site inspection was conducted on November 17, 1997 and there were no deficiencies found as a result of this inspection.

This department has no objection to the proposed amendment to the existing Certificate of Approval."

City - Planning and Development Department

The subject lands are situated in Industrial Sector "C". According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed increase in the amount of waste to shipped off-site from 200 tonnes per day to 500 tonnes per day does not conflict with the Hamilton Official Plan, provided all Provincial statutes and regulations in these matters are not contravened by the applicant.

Region - Planning

"Application is to allow the transfer capacity of the site to be increased. This will result in more than doubling the truck traffic to and from the site. Therefore, the evaluation of traffic impacts is a significant issue. The site is located in a heavy industrial area surrounded by industrial operations. The closest residences are located on the north side of Biggar Avenue. The proposal does not conflict with the Regional Official Plan."

Region - Solid Waste

"The proposed modification to increase daily waste capacities and deliveries are sensible and consistent with industry standards. The proposed amendment will not alter the types of wastes received and processed, or the wastes produced. The proposed modifications do not conflict with the Regional Solid Waste by-laws and policies."

Region - Regulatory Environmental Management

"Review of the application and a site visit conducted on November 19, 1997 indicates that the company will not discharge any process wastewater to the Regional sanitary sewer.

Contingency plans that will involve staff training for emergencies such as spills and clean up procedures to minimize any accidental discharges are already covered under the company's current Certificate of Approval.

The non-hazardous nature of the materials processed should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forward by Canadian Waste Services appears acceptable from a sewer use standpoint provided that wastewater discharged from this operation complies with all aspects of Sewer Use By-law R89-049."

Region - Environmental Health

"The above noted application has been reviewed by staff in this department who report there will be no change to the physical structure at 245 Lottridge Street, the material handled or the hours of operation. It is our understanding that an increase is being sought in the daily permissable tonnage in order to improve the efficiency of the current operation.

Based on the foregoing, this department has no objection to this application provided the applicant satisfies all requirements of the Ministry of Environment and the Hamilton Fire Department."

RECEIPT OF PUBLIC COMMENTS AND ADDITIONAL MUNICIPAL COMMENTS:

An enclave of residential dwellings is located approximately 100m to the north of this property on Biggar Avenue and another enclave is located approximately 250m to the north-east along Beach Road. As well, approximately 150m to the south of the property (south of the east-west CNR tracks) is a large concentration of residential dwellings forming the northerly portion of the Stipeley Neighbourhood.

On February 12, 1998, Canadian Waste Services Inc. held an Open House to allow neighbouring residents an opportunity to tour the facility and ask questions in regard to their proposal to amend the existing Certificate of Approval. Approximately 18 individuals attended the Open House as well as staff from the City's Planning and Development Department and Regional Environment Department and Ward 3 Alderman Dennis Haining.

The two key concerns identified at the Open House were as follows:

1) Odour and smells emanating from the facility are problematic, particularly in the summer months; and,
2) Truck traffic issues including trucks travelling on Lottridge Street between Barton Street and the CNR tracks, the volume and speed of trucks along Biggar Avenue and Beach Road, and trucks waiting on streets to enter the facility at 245 Lottridge.

As a result of the circular being distributed by the applicant notifying of the Open House, a number of concerns (seven) were lodged with the West Central Branch of the Ministry of the Environment (MOE). The nature of concerns expressed to the MOE included:

- increasing truck traffic and resultant increases in exhaust fumes and vibrations;
- odours emanating from the facility and general air quality in the neighbourhood;
- trucks "backed up" on streets waiting to enter the facility creating traffic concerns; and,
- the type of waste being accepted at the site.

Another Open House was held by Canadian Waste Services Inc. on April 16, 1998. A total of five area residents in proximity to the facility were in attendance, as well as a staff person from the Planning and Development Department. The issues discussed at this Open House included:

- odour emanating from the facility;
- litter being blown about the neighbourhood;
- the appearance of rats in and around the facility and on adjacent properties; and
- daytime and nighttime truck traffic.

The issue of rats was not raised at the first Open House in February. In response to this concern, Canadian Waste Services Inc. indicated at the meeting they would increase the number of bait locations on their site and also upgrade pest control measures.

As a result of this newly identified neighbourhood concern and the continuing concern of residents with odours, Planning and Development Department staff requested additional information from the Region's Environmental Health Department and the City's By-Law Services Section (Department of Public Works and Traffic) on these matters. Their responses are as follows:

<u>Region - Environmental Health</u>

1. Are you aware of any odour complaints from residents/businesses in the vicinity of 245 Lottridge Street that have occurred over the past two years?

   "The last odour complaint we received from residents/businesses in the vicinity of 245 Lottridge Street was in July of 1995."

2) If applicable, are these odour complaints as a result of the waste management operation at 245 Lottridge Street, or are the odours more generally based through the industrial area?

   "Our records reveal that the odour complaints we investigated were attributed to the waste management operation at 245 Lottridge, formerly operated as Laidlaw."

3) Are you aware of any complaints from residents/businesses in the vicinity of 245 Lottridge Street in regard to the presence of rats?

"The last complaint we received from residents/businesses in the vicinity of 245 Lottridge Street was in November, 1994."

4) Would the existing waste management facility at 245 Lottridge Street account for the presence of rats within the neighbourhood?

"Given the minimal organic content in the material currently being handled and the relatively fast flow-through times, it is not expected that this facility is contributing to the presence of rats in the area."

5) Would rats be "attracted" to the waste management activities at 245 Lottridge Street?

"The existing operation includes the sorting recycling and shipping of ICI waste. Apparently, organic waste is not stored on the site. Any organic waste material found in the ICI waste is removed and shipped off-site the same day. Based on the foregoing, there is little likelihood of rats being attracted to this facility."

6) Are there other considerations that would explain the presence of rats in a particular neighbourhood, e.g., the presence of rail lines, vacant land parcels, open dumpsters, etc.?

"There are a variety of situations and practices in any community which can prove attractive to rodents, e.g., stockyards, demolition of vacant buildings, improperly maintained composters, poor garbage storage, bird feeders, etc."

<u>City - Department of Public Works and Traffic (By-Law Services Section)</u>

"Inspection was conducted on April 21st 1998. Last year we responded to the area as a result of complaints regarding debris and mud-tracking and it appears that this situation has been cleared up.

The area was clear of any debris and no signs of rodents. It appeared that the whole area had some type of clean-up as I was informed by Canadian Waste they had a open house last week.

Although it is clear now, I noticed the following areas that may pose a concern in the future:

- a strong smell of garbage emanated from the premises and made me nauseous;
- the area for storing the garbage is not enclosed, both ends of the building are open and debris could be blown onto abutting properties; and,
- I observed that the grade of the premises could create a problem of run-off during rainy days.

On April 22 at 10:00 a.m., I observed that the travelled area in the plant was creating dust that posed a problem to area businesses. I did notice a mobile car wash vehicle on site but was unsure what it was there for."

REVIEW BY ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on April 8, 1998. The Site Manager for the facility, Mr. Mel Smith, was also in attendance to respond to any questions. Mr. Smith gave a commitment that he and Canadian Waste Services Inc. were prepared to work with the City to address traffic and odour issues as they affect the neighbouring residents and businesses now and in the future. No further issues were identified in regard to the proposed Amendment to the Certificate of Approval.

COMMENTS AND CONCLUSION:

The applicant is seeking to amend its existing Certificate of Approval "to increase the waste residual generated at site and transferred off-site to a maximum of 500 tonnes/day, from the existing limit of 200 tonnes/day." The application was circulated to a number of municipal departments at the City and Region for comment and review. In addition, there has been a great deal of public input identifying a number of concerns with the existing waste management operation at 245 Lottridge Street.

Based on the public input and the nature of the comments received from the staff of various City and Regional Departments, there is a concern in regard to the current operational practices and procedures of Canadian Waste Services Inc. and of the potential impact of increasing the amount of residual waste generated on-site and transferring this waste off-site. In response to these concerns, Canadian Waste Services Inc. has created a number of "Mitigative Action Plans" (MAPS), which are attached as Appendix "B". These MAPS are helpful in delineating the various concerns and outlining how Canadian Waste Services Inc. proposes to address the concerns. The MAPS can also be used for evaluative or benchmark purposes in future assessments of the operational practices and procedures of the facility.

The Certificate of Approval processing manual used be MOE staff has anticipated situations similar to the public concerns expressed about the Canadian Waste Services Inc. at 245 Lottridge Street. Known as a "Complaint Response Plan", this is an optional feature of the Certificate of Approval and is generally "used in situations where the company has a history with the Ministry or where strong public opposition has been expressed and the Ministry determines that some extra safeguards should be built into the Certificate of Approval to deal with complaints."

There are a number of "extra safeguards" that can be included within the Certificate of Approval that would to a large extent mitigate the complaints/concerns that have been expressed by the community. These extra safeguards are in the form of legal clauses that would be part of the amended Certificate of Approval and would be consistent in scope and intent with other clauses contained in the current Certificate of Approval. The rationale or purpose of the new additional clauses would be to "ensure that no adverse environmental effects will occur to surrounding properties and to municipal streets from activities and/or vehicle traffic on the premises."

Further, for the information of the Committee, businesses that are in possession of a Certificate of Approval are legally required to post a "Financial Assurance" with the MOE. The Financial Assurance can be in the form of cash, irrevocable letters of credit, surety/performance bonds, Provincial or Canada bonds or liability insurance. A Financial Assurance is required to:

"1) Ensure that funds are available to comply with the conditions of an order or approval; and,
2) Assemble funds for decommissioning, cleanup, rehabilitation and perpetual care at future dates."

The current Financial Assurance for Canadian Waste Services Inc. at 245 Lottridge Street is in the amount of $95,000. This figure has not been reviewed or changed since the original Certificate of Approval was issued in June, 1992. It would be certainly prudent and overdue for appropriate Ministry of the Environment staff to undertake a review of the Financial Assurance to ensure the necessary amount is sufficient in the present day context.

Accordingly, one recommendation is to advise the MOE that the City of Hamilton is concerned about the operational practices and procedures of Canadian Waste Services Inc. at their facility located at 245 Lottridge Street and the impacts on the adjacent neighbourhood. However, the City would not object to the proposed Amendment to Certificate of Approval No. A100130 provided the following are undertaken:

(i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOE;

(ii) that the Notice of Amendment to Certificate of Approval No. A100130 is amended by the addition of the following clauses:

(1) "The Company shall take all reasonable effort to ensure all incoming and outgoing truck vehicles to and from the site will be directed to access and exit the site exclusively from Landsdowne Avenue or from the northerly portion of Lottridge Street, north of the east-west CNR tracks";

(2) "The Company shall ensure that an appropriate waste deodorizer be applied on all waste piles, regardless of the presence of odours, at a minimum at the end of every day and on a more frequent basis during the day as climatic conditions dictate"; and,

(3) "The Company shall ensure that at all times rodent traps/bait locations are established on the site and are fully operational on a continuing basis."

(iii) that a review of the current dollar value of the Financial Assurance posted by Canadian Waste Services Inc. with the Ministry of the Environment ($95,000) be reviewed by appropriate MOE staff to ensure that the Financial Assurance covers the costs associated with:

(1) hauling, treating and disposing of the waste materials;
(2) dismantling and disposal of equipment or other facilities;
(3) excavation and disposal of contaminated soil, if necessary; and,
(4) site rehabilitation.

Further, in response to the concerns identified by local residents and businesses, the following recommendations propose follow-up action by City staff from the Planning and Development Department, Public Works and Traffic Department and By-law Services Section to ensure existing concerns and potential future concerns arising from the operation of the facility will be addressed:

(i) That the By-law Services Section of the Department of Public Works and Traffic undertake a regular and on-going review of the waste management operation at 245 Lottridge Street and issue appropriate charges upon violations, particularly in regard to litter and mud-tracking of vehicles onto public streets;

(ii) That Canadian Waste Services Inc. undertake a truck traffic assessment detailing streets used to enter or exit the facility at 245 Lottridge Street and submit this assessment within 12 months to the Public Works and Traffic Department for review and that staff report back to the Transport and Environment Committee on this matter;

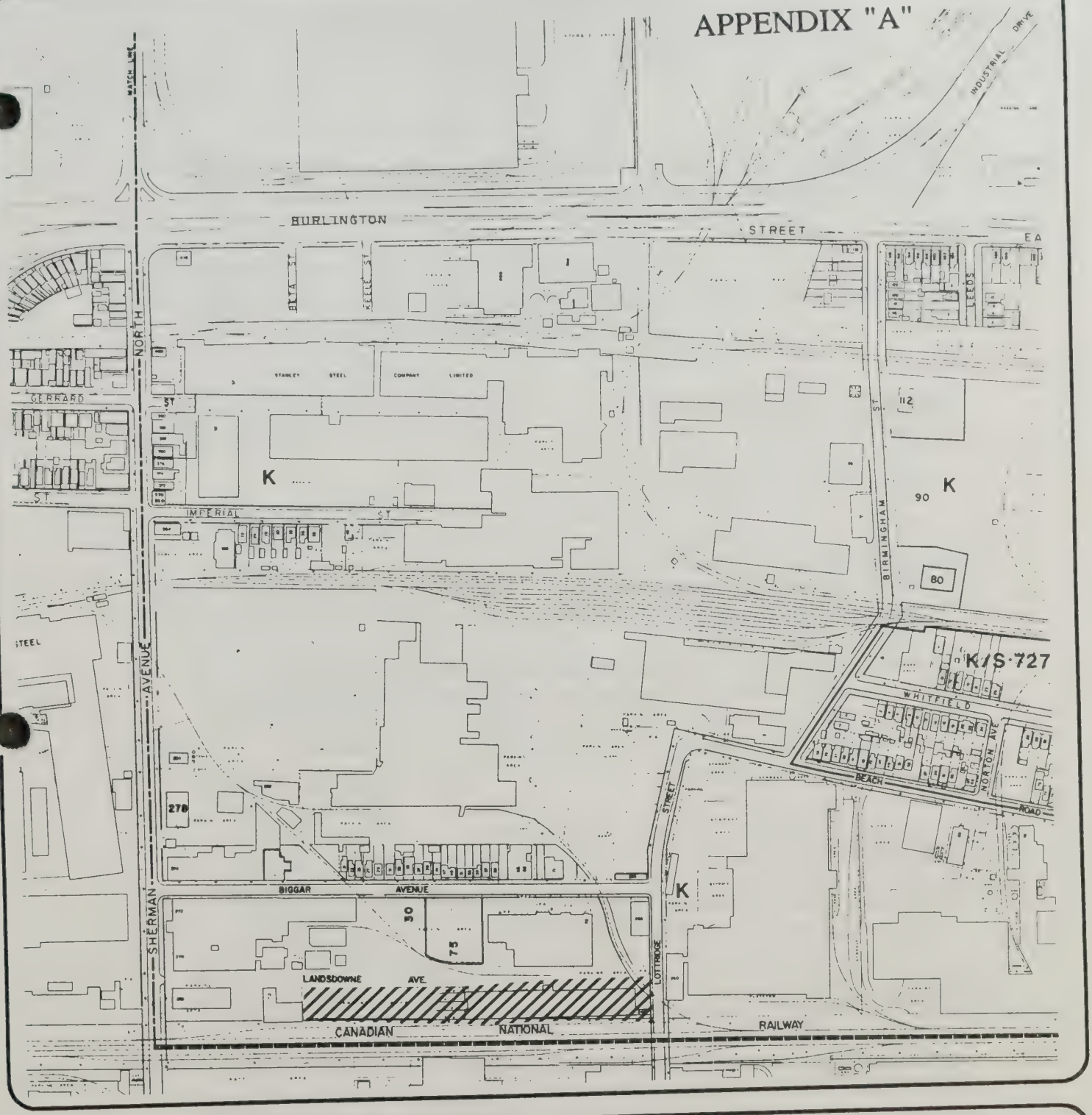
(iii) That staff of the Planning and Development Department in conjunction with Canadian Waste Services Inc. consult with local residents on at least an annual basis and/or as operational logistics of the facility change to identify any community concerns.

Representatives from Canadian Waste Services Inc. have indicated they support the direction of these recommendations and are fully prepared to work with the City of Hamilton to address and respond to these identified concerns.

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APPENDIX "A"



City of Hamilton

Lands Subject to
Ministry of Environment
Certificate of Approval

ENV-MOECOA-97-01

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	ENV-MOECOA-97-01
	Date	Drawn By
	December 1997	F.A.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 1

APPENDIX "B"

CONCERN

Odour from area businesses, particularly bad in warm weather, interferes with enjoyment of property.

SOURCE

Area waste businesses, including Canadian Waste Services Inc.'s Lottridge St. facility.

AFFECTED AREA RESIDENTS

1. Biggar Avenue
2. West end of Beach Road
3. North end of Lottridge Street

MITIGATIVE ACTION PLAN

1. Step up the identification and diversion program: aggressively screen waste received at the facility which is likely to have caused and/or contributed to the odour problems.
2. Increase the effectiveness of the deodorizer application program:
   a) meet with transfer/processing employees to heighten employee sensitivity to odour to ensure deodorizer is applied as needed; and
   b) deodorizer to be applied to waste piles, regardless of odour, at the end of every day the facility is open

EFFECTIVENESS OF MAP

Present conditions:

1. On-site screening of potentially odorous waste limited to occasions when significant odour or complaints received.
2. Deodorizer is applied on average once per week

Proposed future conditions:

A net reduction in odour at this facility is anticipated with the implementation of this MAP for the following reasons:

1. the amendment (expansion) includes no change in waste quantities or types on site;
2. aggressive screening and diversion of potentially odorous wastes; and
3. deodorizer application program to go from once per week to 6-18 times per week (1-3 times per day).

NOTE: This is an industrially-zoned facility which will make every effort to reduce odour, though mitigation to residential levels during summer months is not likely to be possible.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 2

CONCERN
Litter in neighbourhood.

SOURCE
Waste falling off industrial vehicles including vehicles using Canadian Waste Services Inc.'s 245 Lottridge St. facility.

AFFECTED AREA RESIDENTS
1. Beach Rd.

MITIGATIVE ACTION PLAN
1. Instruct all 245 Lottridge Street scale employees to inspect all fully- or partially-loaded vehicles using the scale to ensure they are securely covered/tarped upon arrival and prior to leaving the facility. Report repeat offenders who fail to secure their load on more than one occasion to their supervisor(s) for disciplinary action.
2. Upon receipt of a compliant, immediately clean affected area(s) of litter.
3. Inspect Beach Rd. weekly for litter and, if needed, collect litter.

EFFECTIVENESS OF MAP
Present Conditions:
1. CWS was previously unaware that litter was a concern for area residents but maintains a policy of collecting litter upon receipt of a complaint and upon a report of litter from CWS employees.
2. CWS collects litter daily on site, along Lansdowne Ave. and along the perimeter of the site.

Proposed Future Conditions:
1. CWS will monitor security of loads using the facility and report drivers who repeatedly fail to secure their loads for disciplinary action (95% of drivers are controlled by CWS).
2. CWS will inspect Beach Rd. weekly and, if needed, collect litter.
3. CWS will dispatch litter-collectors immediately upon receipt of any verbal or written complaint.
4. CWS will continue to collect litter daily on site, along Lansdowne Ave. and along the perimeter of the site.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 3

CONCERN
Trucks queuing with engines idling creating unnecessary emissions of noise, vibration and exhaust.

SOURCE
Area industries.

AFFECTED AREA RESIDENTS
1. Lottridge Street (immediately across the street)

MITIGATIVE ACTION PLAN
Prohibit vehicles using the facility from queuing with or without engines idling on public roads.

EFFECTIVENESS OF MAP
Present conditions:
1. On occasion, vehicle operators leave engines idling while waiting on the facility's weigh scale.
2. CWS is unaware of any CWS vehicles queuing on Lottridge St. or any other municipal street.

Proposed future conditions:
1. No waiting with engines idling on facility's weigh scale.
2. No queuing or parking on public roads or implement one of three options outlined in Dillon Consulting Limited's Amendment to MRF Approval dated March 20, 1997:
   a) tare weight the trucks to reduce the need for weighing out,
   b) install a scale house to speed up weighing process, or
   c) install a second scale.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 4

CONCERNS

1. Volume of traffic creating emissions of noise, vibration and exhaust.
2. Noise and vibration caused by trucks going over CNR tracks on Birmingham Street at high speed.

SOURCE

Industrial vehicles from area industries, including Canadian Waste Services Inc.'s 245 Lottridge St. facility.

AFFECTED AREA RESIDENTS

1. Birmingham Street
2. Beach Road
3. Biggar Avenue (not affected by noise/vibration at CNR tracks)

MITIGATIVE ACTION PLAN

1. Re-route CWS northbound vehicles from Birmingham St. and Beach Rd. to Sherman Ave..
2. Except for tractor-trailer units unable to make sharp turn between Landsdowne Ave. and the facility entrance on Lottridge St., cease using Biggar Ave. as a means of accessing Sherman Ave..
3. Slowing of all traffic on residential roads, particularly at south end of Birmingham St. at the CNR tracks.

EFFECTIVENESS OF MAP

1. Slowing of all CWS vehicles on residential roads, particularly when going over CNR tracks at south end of Birmingham St..
2. The following table presents anticipated changes in vehicular traffic:

Municipal St.	Pre-MAP/ Pre-Expansion	Pre-MAP/ Post Expansion	Post-MAP/ Post Expansion	Net Change*
Birmingham St.	26 trips/day	59 trips/day	50 trips/day	-9 trips/day
Beach Rd.	34 trips/day	78 trips/day	38 trips/day	-40 trips/day
Biggar Ave.	13 trips/day	38 trips/day	16 trips/day	-22 trips/day

NOTES:

1. "Net Change" is the change from pre-MAP/post-expansion to post-MAP/post-expansion.
2. Pre-MAP/Pre-Expansion trips/day values are based on values from Table 3 of Procter & Redfern Traffic Assessment, dated February 1998.
3. Pre-MAP/Post-Expansion trips/day values are calculated from existing percent use and future daily truck traffic from Table 3, Procter & Redfern Traffic Assessment, dated February 1998

Since 95% of the vehicles using the facility are controlled by CWS, compliance with this MAP can be effectively enforced with disciplinary action for non-complying operators.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 5

CONCERN
Child safety on roads frequented by industrial vehicles.

SOURCE
Truck traffic from area industries, including Canadian Waste Services Inc., on residential roads including one frequented by children.

AFFECTED AREA RESIDENTS
1. Lottridge St. (between Barton St. and CNR tracks)

MITIGATIVE ACTION PLAN
Cease using Lottridge Street south of Porritts and Spencer. To access the site from the south, use Gage St. to Beach Rd. to Lottridge St.. To go south when leaving the site, use Lansdowne Ave. to Sherman Ave..

NOTE: Beach Rd. is negatively impacted by this MAP.

EFFECTIVENESS OF MAP
Approximately 10% of the vehicles using the site presently access it from Lottridge St. The following table presents anticipated changes in traffic as a result of eliminating the use of Lottridge St. south of Porritts and Spencer:

Municipal St.	Pre-MAP/ Pre-Expansion	Pre-MAP/ Post Expansion	Post-MAP/ Post Expansion	Net Change*
Lottridge St.^	9 trips/day	20 trips/day	0 trips/day	-20 trips/day
Beach Rd.	34 trips/day	78 trips/day	88 trips/day	+10 trips/day

NOTES:
1. Lottridge St. south of Porritts & Spencer.
2. "Net Change" is the change from pre-MAP/post-expansion to post-MAP/post-expansion.
3. Pre-MAP/Pre-Expansion trips/day values are based on values from Table 3 of Procter & Redfern Traffic Assessment, dated February 1998.
4. Pre-MAP/Post-Expansion trips/day values are calculated from existing percent use and future daily truck traffic from Tables 1 & 3, Procter & Redfern Traffic Assessment, dated February 1998

Since 95% of the vehicles using the facility are controlled by CWS, compliance with this MAP will be effectively enforced with disciplinary action for non-complying operators.

WORKSHEET:
MITIGATIVE ACTION PLAN NUMBER 6

CONCERN
Tractor trailer traffic at night wakes area residents.

SOURCE
Tractor trailer traffic at night from other area industries: Canadian Waste Services Inc.'s 245 Lottridge St. facility presently does not run any vehicles between the hours of 7 pm and 6 am.

AFFECTED AREA RESIDENTS
1. Lottridge Street (between Barton St. and CNR tracks)
2. Biggar Avenue

MITIGATIVE (PREVENTATIVE) ACTION PLAN
1. Cease using Lottridge Street to access or leave the site.
2. Eliminate traffic on Biggar Ave. between 7 pm and 6 am: loaded tractor trailers would go east on Landsdowne Ave. and do three-way turn into facility at the Lansdowne Ave. and Lottridge St. intersection. NOTE: to perform a three-way turn during day-time hours would be detrimental to road safety.

EFFECTIVENESS OF MAP
The following table presents anticipated vehicular traffic between the hours of 7 pm and 6 am:

Municipal St.	Pre-MAP/ Pre-Expansion	Pre-MAP/ Post Expansion	Post-MAP/ Post Expansion	Net Change*
Lottridge St.^	0 trips/day	0 trips/day	0 trips/day	0 trips/day
Biggar Ave.	0 trips/day	6 trips/day	0 trips/day	-6 trips/day

NOTES:
1. Lottridge St. south Porritts & Spencer.
2. "Net Change" is from pre-MAP/post-expansion to post-MAP/post-expansion.
3. Pre-MAP/Pre-Expansion trips/day values are based on values from Tables 1 & 3, Procter & Redfern Traffic Assessment, dated February 1998.
4. Pre-MAP/Post-Expansion trips/day values are calculated from existing percent use and future daily truck traffic from Tables 1 & 3, Procter & Redfern Traffic Assessment, dated February 1998

Since 95% of the vehicles using the facility are controlled by CWS, compliance with this MAP will be effectively enforced with disciplinary action for non-complying operators.

BIRMINGHAM STREET

DESCRIPTION OF CONCERNS

1. Traffic creates emissions of noise, exhaust & vibration.
2. Inconvenience of road repairs necessitated by truck use of residential streets.
3. Noise and vibration from vehicles crossing CNR tracks at south end of Birmingham St. at high speed.

ROUTE CAUSE(S)

There is presently no way for area industries to access their sites from Burlington St. without traveling along residential streets.

PRE-MAP PRESENT CONDITIONS

Twenty-six (26) trips per day by vehicles using CWSs 245 Lottridge Street facility including twenty-six (26) trips per day over the CNR tracks at south end of Birmingham St..

PRE-MAP EXPANSION CONDITIONS

Fifty-nine (59) trips per day by vehicles associated with the CWS 245 Lottridge St. facility including fifty-nine (59) trips per day over the CNR tracks at south end of Birmingham St..

APPLICABLE MITIGATIVE ACTION PLANS

MAP 4: Traffic Rerouting to Increase Child Safety on Roads

POST-MAP EXPANSION CONDITIONS

- fifty-nine (59) trips per day by CWS vehicles becomes fifty (50) trips per day
- increase of twenty-four (24) trips per day over pre-expansion conditions;
- a slowing of all CWS traffic on Birmingham St.; and
- very slow travel by CWS vehicles over CNR tracks at south end of Birmingham St..

BEACH ROAD

DESCRIPTION OF CONCERNS

West End of Beach Rd.

1. Odour from area waste businesses, particularly bad in warm weather, interferes with enjoyment of property at west end of Beach Rd..
2. Noise and vibration from vehicles crossing CNR tracks at south end of Birmingham St. at high speed.

Length of Beach Rd.

1. Litter in neighbourhood.
2. Traffic creates emissions of noise, exhaust & vibration.
3. Inconvenience of road repairs necessitated by truck use of residential streets.

ROUTE CAUSE(S)

1. Industrially-zoned sites in proximity to residentially-zoned homes.
2. There is presently no way for area industries to access their sites from Burlington St. without traveling along residential streets.

PRE-MAP PRESENT CONDITIONS

1. Odorous waste is diverted upon receipt of complaint by employees or area residents.
2. Deodorizer is applied on average once per week.
3. Litter collection upon receipt of complaint or when noticed and reported by CWS employee.
4. Thirty-four (34) trips per day by CWS vehicles on Beach Rd..

PRE-MAP EXPANSION CONDITIONS

1. No change in permitted quantity or type of waste received on site, so no increase in odour anticipated.
2. Increase potential for litter due to increase in truck traffic on Beach Rd.
3. Thirty-four (34) trips per day by CWS waste/recycling vehicles becomes seventy-eight (78) trips per day on Beach Rd..

APPLICABLE MITIGATIVE ACTION PLANS

MAP 1: Odour Prevention & Control
MAP 2: Litter Prevention & Control
MAP 4: Traffic Rerouting to Lessen Impact of Traffic (Vibration, Noise & Emissions)
MAP 5: Traffic Rerouting to Increase Child Safety on Roads (negative impact)

POST-MAP EXPANSION CONDITIONS

- Net reduction in odour at facility due to improved odorous diversion program and increase in deodorizer application from once per week to one (minimum) to three times per day.

- Improved litter prevention and collection program including weekly inspections of Beach Rd. resulting in a cleaner neighbourhood.
- A slowing of all CWS traffic on Beach Rd..
- Very slow travel by CWS vehicles over CNR tracks at south end of Birmingham St..
- Seventy-eight (78) trips per day by CWS vehicles becomes forty-eight (48) trips per day.
- Increase of fourteen (14) trips per day over pre-expansion conditions.

BIGGAR AVENUE

DESCRIPTION OF CONCERNS

1. Odour from area businesses, particularly bad in warm weather, interferes with enjoyment of property.
2. Traffic creates emissions of noise, exhaust & vibration.
3. Area business' night-time traffic wakes area residents.

ROUTE CAUSE(S)

1. Industrially-zoned sites in proximity to residentially-zoned homes.
2. There is presently no way for area industries to access their sites from Burlington St. without traveling along residential streets.
3. Tractor trailers accessing and leaving the site from Lottridge St. can not safely navigate the turn onto or from Lansdowne Ave..

PRE-MAP PRESENT CONDITIONS

1. Odorous waste is diverted upon receipt of complaint by employees or area residents.
2. Deodorizer is applied on average once per week.
3. Thirteen (13) trips per day by CWS vehicles on Biggar Ave..
4. CWS does not run any vehicles between the hours of 7 pm and 6 am.

PRE-MAP EXPANSION CONDITIONS

1. No change in quantity or type of waste received on site, so no increase in odour anticipated.
2. Increase potential for litter due to increase in truck traffic on Biggar Ave..
3. Thirteen (13) trips per day by CWS vehicles becomes thirty-eight (38) trips per day on Biggar Ave..
4. Increase in night-time traffic between the hours of 7 pm and 6 am from zero (0) to six (6).

APPLICABLE MITIGATIVE ACTION PLANS

MAP 1: Odour Prevention and Control
MAP 4: Traffic Rerouting to Lessen Impact of Traffic (Vibration, Noise & Emissions)
MAP 6: Night-Time Traffic Control

POST-MAP EXPANSION CONDITIONS

- Net reduction in odour at facility due to improved odorous waste diversion program and increase in deodorizer application from once per week to one (minimum) to three times per day.
- No CWS traffic on Biggar Ave. between the hours of 7 pm and 6 am.
- Thirty-eight (38) trips per day by CWS vehicles becomes ten (10) trips per day.
- Decrease in three (3) trips per day over present conditions.

LOTTRIDGE STREET

DESCRIPTION OF CONCERNS

North End of Lottridge St.

1. Odour from area businesses, particularly bad in warm weather, interferes with enjoyment of property.

Immediately Across the Street

1. Trucks queuing with engines idling creates unnecessary emissions of noise, vibration and exhaust.

Between Porritts & Spencer and Barton St.

1. Child safety on a road frequented by industrial trucks.
2. Tractor-trailer traffic at night wakes area residents

ROUTE CAUSE(S)

Industrially-zoned sites in proximity to residentially-zoned homes.

PRE-MAP PRESENT CONDITIONS

1. Odorous waste is diverted upon receipt of complaint by employees or area residents.
2. Deodorizer is applied on average once per week.
3. CWS is unaware of any trucks using this facility queuing on Lottridge St..
4. CWS does not run any vehicles between the hours of 7 pm and 6 am.
5. Nine (9) trips per day by CWS vehicles on Lottridge St..

PRE-MAP EXPANSION CONDITIONS

1. No change in quantity or type of waste received on site, so no increase in odour anticipated.
2. Increase potential for litter due to increase in truck traffic on Biggar Ave..
3. No queuing on Lottridge St..
4. No night-time traffic between the hours of 7pm and 6 am on Lottridge St..
5. Nine (9) trips per day by CWS vehicles becomes twenty (20) trips per day on Lottridge St..

APPLICABLE MITIGATIVE ACTION PLANS

MAP 1: Odour Reduction & Control Program
MAP 3: Cease Idling on Municipal Streets
MAP 5: Traffic Rerouting to Increase Child Safety on Roads
MAP 6: Night-Time Traffic Control

POST-MAP EXPANSION CONDITIONS

- Net reduction in odour at facility due to improved odorous waste diversion program and increase in deodorizer application from once per week to one (minimum) to three times per day.
- No queuing with engines idling on Lottridge St..

- Use of Lottridge St. by CWS vehicles goes from 20 trips per day to 0 trips per day.
- Decrease of nine (9) trips per day over present pre-expansion conditions.
- No CWS traffic on Lottridge St. between the hours of 7 pm and 6 am.

4(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Periodic Flooding of Beach Strip Roads Abutting the QEW**

RECOMMENDATION:

(a) That the Commissioner of Public Works and Traffic prepare proposals to address the periodic flooding of streets on Hamilton Beach adjacent to the QEW for the consideration of the Transport and Environment Committee and inclusion in the 1999 Capital Budget deliberations.

(b) That the Commissioner of Public Works and Traffic initiate discussions with the Ministry of Transportation to determine the potential and scope of the Ministry's participation in the recommended solution for the periodic flooding of beach strip roads adjacent to the QEW.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

During 1998 the Department of Public Works and Traffic has spent in excess of $90,000 pumping surface water from flooded streets south of Beach Boulevard. Due to higher than normal spring lake levels, there has been an increase beyond the more normal range of pumping expenses of $35,000 per year.

It has been estimated that the same service cost in excess of $200,000 for the spring of 1993.

The pumping operations are funded from the departmental current budget. The process is very labour intensive and utilizes a series of small portable pumps.

The capital proposal may involve the construction of a collection system and an automatic permanent pumping station to force the collected water under the QEW and into Hamilton Harbour.

Preliminary estimates for a permanent pumping system range from $370,000 to $770,000. The variance is dependent upon the condition of existing storm drainage pipes under the QEW, their capability to transport anticipated volumes under pressure and our negotiations with the MTO to possibly cost share and utilize existing infrastructure.

BACKGROUND:

A number of southerly streets in the Hamilton Beach area that terminate at the QEW right-of-way experience periodic flooding. The streets involved include Arden, Comet, Granville, Grafton, Knapmans, Lagoon, Windermere, Wickham and Woodland.

Flooding generally occurs when Lake Ontario water levels exceed 75.20m. Once this level has been reached, the corresponding rise in the ground water table may flood streets and private properties. The drainage system for these streets is a culvert system which starts on the MTO right-of-way, passes under the QEW, sometimes linking with highway catch basins, and ultimately discharging into an open channel between Eastport Drive and the QEW.

There is very little difference in elevation between the flooding street ends and the outflows of system culverts. Once the lake levels rise to the point that the street ends flood, the culvert outflows may also be under water and thereby provide no drainage relief.

During periods of very high lake levels stagnant water may partially cover area roads and thereby require pumping for short term relief.

There is no other useful storm water drainage system on the beach due to its low elevation. Accordingly, surface water pumping has been required "around the clock" in prior years for periods of several weeks at a time. Numerous residences operate sump pumps during high lake level periods to control basement flooding. While the discharge of such pumps onto the road allowance contravenes the Streets By-law, provisions of the by-law have not been enforced.

Recent above average precipitation for the Great Lakes Basin has caused an increase in the level of Lake Ontario. This year surface water flooding has been higher than normal and ongoing costs clearly demonstrate the need to develop a long term solution.

To maximize the operation of the drainage system under the QEW, staff from this Department have worked together with the MTO to undertake the following tasks:

<u>Public Works</u>

- measure invert and outflow elevations for problem areas in the culvert system;
- clean all inlets free of debris and interruptions;
- clean all southerly street ends terminating at the QEW right-of-way for obstructions to water flow;
- install "locked" access gate through MTO fencing to facilitate inlet structure cleaning;
- install drainage swale on MTO lands off of Wickham;

- dye test for flow rate through MTO culverts;
- clean out first stage of culvert from end of Granville to MTO catch basin between noise berm and travelled lanes of QEW; and
- pump surface water off of flooded streets.

MTO

- clean all catch basins on QEW from Highway 20 to Skyway Bridge;
- inspect outflows of culverts; and
- with Public Works clean culvert under QEW from outflow point back to Granville.

The above efforts have been particularly oriented to Granville Avenue as there have been periods of flooding on this street beyond that caused by high lake levels. These instances indicate that there may have been a blockage of this culvert. This culvert, within its elevation constraints, is presently clean and operational.

Today's lake levels have dropped sufficiently such that our continuous pumping operations have recently been discontinued.

Approval of the recommendations within this report will enable staff to undertake a detailed analysis of options to develop a permanent pumping station and enter into negotiations with the Ministry of Transportation to possibly utilize their existing infrastructure and evaluate opportunities to cost share.

CFE/rb

c.c. Alderman C. Collins, Ward 5
c.c. Alderman F. Eisenberger, Ward 5
c.c. R. Sabo, Law Department
c.c. J. Hudoba, Regional Transportation
c.c. D. Robb, Ministry of Transportation

4(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 17

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Alternate Methods of Weed Control for Traffic Islands**

RECOMMENDATION:

That staff be authorized to investigate the use of alternative methods of weed control in hard surface areas specifically "hot steam" and "Fire" in combination with the current traffic island herbicide spray program.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The program as proposed in the recommendation will be undertaken within previously approved funding levels with no increase to the Department of Public Works and Traffic budget and with no staff increases.

BACKGROUND:

Committee of the Whole at it's meeting held Thursday, May 21, 1998 requested staff look at alternative methods of weed control to be used on City traffic islands.

Streets Division, Horticulture staff will complete the comparison using retrofitted City equipment and within current approved budget allocations. The project will be completed during the 1998 growing season in conjunction with the herbicide spray program with the new methods being tested on an equal basis. The two different methods of weed control to be investigated are as follows:

1. Steam Spraying

Public Works staff will retrofit a steam jenny for the use of weed control on undeveloped traffic islands. This form of weed control involves the use of hot steam sprayed directly on the plant as the method of control and is a non-selective top kill method of weed control used mostly in hard surface areas with varying amounts of success.

2. Propane Torch

A disposable propane torch is fitted with a specific nozzle and the weeds are actually burned with the flames from the torch. This is a non-selective top kill method of weed control to be used in hard surface areas only.

The benefits of these types of weed control are there are no environmental side effects and there is no residual product left in the area of control.

The problems associated with top kill products are poor systemic action (no root kill) so a return visit in the same growing season is likely.

Some test islands will be treated with bituminous caulking in the cracks from which weeds are growing as part of the cost/performance/environmental issues analysis.

From this perspective, it is recommended that the resultant evaluations form the basis for a comprehensive weed control program in 1999.

Staff will use the current growing season to evaluate these alternative methods and will report back to committee with the comparative results.

Now that all floral island planting is completed, staff are weeding all traffic islands. The weed control program for non-floral islands will commence subsequent to the hand weeding of floral beds. The estimated start for the project is the beginning of July.

CFE/RG/rb

c.c. C. Firth-Eagland, Manager, Streets & Sanitation
c.c. J. Pook, City Horticulturist

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO:	Mr. Kevin C. Christenson, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. S. G. Hollowell Acting City Clerk Office of the City Clerk	OUR FILE: PHONE:	546-2727
SUBJECT:	Referral from Committee of the Whole - Alternate methods of Weed Killing	DATE:	1998 May 22

Please be advised that the Committee of the Whole, at its meeting held Thursday, 1998 May 21st agreed to fund expansion packages regarding the Traffic Island Spray Project and the Weed Spraying Project.

At the same time, the Committee of the Whole also agreed to refer to the Transport and Environment Committee a request that they look at alternate methods of weed killing.

Would you please present this matter to your Committee for consideration.

S G Hollowell

cc D. Lobo, Commissioner of Public Works and Traffic

4(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 29

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Restoration of Tar and Chip Surface Treated Roads**

RECOMMENDATION:

a) That the Commissioner of the Public Works and Traffic Department be authorized to reinstate the road surface of East 31st Street, East 32nd Street and East 33rd Street in asphalt rather than restoring the existing tar and chip surface treatment recognizing that these streets are under partial reconstruction at this time due to sewer and watermain repairs.

b) That all other tar and chip surface treated roads under reconstruction during 1998 be resurfaced using asphalt in lieu, subject to sufficient funding within the scope of each project's reconstruction budget plus the City's current budget allocation for surface treatment.

c) That the Commissioner of the Public Works and Traffic Department report back to the Transport and Environment Committee with a cost benefit analysis and a proposal to address the issue of reinstating all tar and chip surface treated roads over time with asphalt, for inclusion in the 1999 Capital Budget deliberations.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

East 31st Street, East 32nd Street and East 33rd Street are under partial reconstruction now due to sewer and water repairs. As this project is outside the City's road and sidewalk reconstruction program, the Region plans to restore the trench with tar and chip surface treatment. The balance of this road surface is deficient and addressing this condition now is prudent.

The City can restore the full road surface at a cost estimated to be $15,000 with tar and chip surface treatment. Should the surface be reinstated with asphalt the cost is estimated at $30,000.

Recognizing that an asphalt road surface is far superior to tar and chip with longer life expectancies, lower maintenance costs and higher customer satisfaction and further that the City of Hamilton is not currently able to muster an in house surface treatment crew, it is recommended to redo the entire road surface at a cost of $30,000 utilizing the City's asphalt paving crew with funding from the current budget allocation for surface treatment.

The allocation for surface treating roadways is $131,141 annually, being reduced by 33% from 1997 and prior years funding levels.

The restoration of these roads in asphalt will not be a precedent as this practice has taken place from time to time across the City, over the years.

Approval of recommendation b) will result in any other City roads that are being reconstructed in 1998 that are currently tar and chip surface treated being restored in asphalt. The resurfacing with asphalt is subject to funding being available within each project's allocation plus the available balance of 1998 current budget allocation for surface treatment.

A proposal to address the balance of surface treated roads within the City will be presented for the consideration of the Transport and Environment Committee.

BACKGROUND:

Tar and chip surface treatment is a road surface comprised of layers of tar and stone chip. This road surface is less expensive than asphalt for initial installation. Long term maintenance is more expensive with operations such as street sweeping, flushing and snow plowing being less effective.

Surface treated roads require more frequent patching, are less comfortable for driving and are very unpopular with adjacent residents in an urban setting.

The conversion of surface treated roads to asphalt is frequently seen as a matter of local improvement, however; numerous streets have been converted outside of the local improvement process in the past.

The larger issue of reviewing the cost benefit of having surface treated roads versus asphalt and the implications of the Local Improvement Act will be addressed in a subsequent report.

CFE/rb

CITY OF HAMILTON

- RECOMMENDATION -

4(i)(d)

DATE: 1998 May 25

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Award of Tender for Concrete Cutting and Asphalt Planing for the Department of Public Works and Traffic During 1998, 1999 and 2000**

RECOMMENDATION:

a) That purchase orders be issued to the following contractors for a three-year term being the lowest of eight proposals received for Concrete Cutting and Asphalt Planing in accordance with the specifications issued by the Purchasing Division, Treasury Department and the vendors tender.

	1998	1999	2000
1. Bigelow Brothers - Concrete Saw and Operator	73.00	74.00	75.00
2. Battlefield Bobcat- 12" Asphalt Planer and Operator	75.00	85.00	90.00
3. Hard Rock Paving - 36"-40" Asphalt Planer and Operator	270.00	275.00	280.00
4.(a) Hard Rock Paving - 7'-8' Asphalt Planer and Operator	324.50	327.00	329.50
(b) Hard Rock Paving - 7'-8' Asphalt Planer with Full Crew	493.00	502.80	512.60

b) That in the event "emergency back-up" contractors are required, purchase orders be issued to the following contractors for a three-year term, being the second lowest of eight proposals received for Concrete Cutting and Asphalt Planing in accordance with the specifications issued by the Purchasing Division, Treasury Department and vendors tender to the contractors noted in sub-section a).

	1998	1999	2000
1. Cardi Construction - Concrete Saw and Operator	79.00	84.00	88.00
2. Economy Paving - 12" Asphalt Planer and Operator	125.00	125.00	125.00
3. Battlefield Bobcat - 36"-40" Asphalt Planer & Operator	290.00	300.00	310.00
4.(a) Stephens & Rankin - 7'-8' Asphalt Planer & Operator	535.00	545.00	565.00

*Note: Prices include P.S.T. G.S.T. is extra.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the three-year tendering has resulted in significant cost reductions for these services.

The aggregate savings over the three-year term is approximately $100,000 based upon the rate of usage experienced in 1997.

The best example of savings is found in the 7'-8' asphalt planing tender. The 1997 rate was for $600.00 per hour plus paid travelling time. The current tender is now for $324.50 per hour and $493.00 per hour including a full support crew, no travelling time paid.

The expenditure for concrete sawing and asphalt planing is funded from various approved City and Regional current budgets, capital budgets, infrastructure projects and work done for others and their corresponding accounts.

BACKGROUND:

Concrete saw cutting and asphalt planing are required on construction and reconstruction projects and utility road cuts.

The recommended award of tender offers significant savings and utilizes the lowest cost contractor for each service and size of equipment.

Recommendation b) establishes a back-up list of contractors who would be utilized under emergency circumstances when a project must proceed and the "first string" contractors are unavailable due to breakdown or prior commitments.

Tender Analysis

Concrete Saw & Operator	1998	1999	2000
1. Bigelow Brothers	73.00	74.00	75.00
2. Cardi Construction	79.00	84.00	88.00
3. D & D Diamond	100.00	105.00	110.00
4. Stephens & Rankin	110.00	115.00	120.00
5. LM Enterprises	125.00	150.00	175.00
6. Economy Paving	175.00	175.00	175.00

12" Asphalt Planer & Operator

	1998	1999	2000
1. Battlefield Bobcat	75.00	85.00	90.00
2. Economy Paving	125.00	125.00	125.00
3. Hard Rock Paving	150.00	152.50	155.00
4. LM Enterprises	150.00	175.00	200.00

36"-40" Asphalt Planer & Operator

	1998	1999	2000
1. Hard Rock Paving	270.00	275.00	280.00
2. Battlefield Bobcat	290.00	300.00	310.00
3. Economy Paving	300.00	300.00	300.00
4. LM Enterprises	325.00	350.00	375.00
5.**Stephens & Rankin	170.00	175.00	185.00

**Disqualified 20" planer

7'-8' Asphalt Planer & Operator

	1998	1999	2000
1. Hard Rock Paving	324.50	327.00	329.50
2. Stephens & Rankin	535.00	545.00	565.00
3. Economy Paving	650.00	650.00	650.00

7'-8' Asphalt Planer with Full Crew (Foreman & Pick-up, Operator, Groundman, Bobcat/Loader, Service Truck/Water Truck)

	1998	1999	2000
1. Hard Rock Paving	$493.00	$502.80	$512.60

CFE/rb

4(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 5

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposal for Quality Control Testing Services for Hot-In-Place Asphalt Recycling**

RECOMMENDATION:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to issue a purchase order to Terraprobe Testing Ltd. to provide quality control/quality assurance testing services for hot-in-place asphalt recycling on various streets in 1998.

(b) That the cost of this work estimated at $37,500 be financed from the 1998 Road and Sidewalk Improvement Programme.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is an allowance of $1,496,000 to undertake hot-in-place (HIP) recycling of asphalt on various City streets in 1998 in the 1998-2007 Capital Budget-Road and Sidewalk Improvement Programme. The cost for testing is $460 for each 4,000 m² lot with an allowance of $400 for a preconstruction review meeting. Based on the proposed 304,500 m² for 1998 the cost is $37,500 including GST.

BACKGROUND:

On January 27, 1998, Council in adopting Item 21 of the 2nd Report of the Transport and Environment Committee approved the 1998 Road and Sidewalk Capital Improvement Programme. The Programme includes an allowance of $1,496,000 for 304,500 m² of hot-in-place asphalt recycling on various streets. It would be prudent to carry out quality control testing to ensure the contractor's requirements for conformance to the specifications.

Terraprobe Testing Ltd. (formerly Mountainview Geotechnical Ltd.) are being recommended since they have undertaken similar testing for the City of Hamilton on the 1997 HIP Program.

RPM/rb

4(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 8
File No. TEC-131A-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking for Services in Kind

RECOMMENDATION:

(a) That the practice of the former Hamilton Parking Authority Board of purchasing parking advertising and tickets for community events be discontinued and that all future requests for financial support of community events and organizations be directed to the Finance and Administration Committee in accordance with current City practice; and

(b) That the practice of the former Hamilton Parking Authority Board of exchanging parking privileges in off-street parking lots for parking advertising, season tickets, etc. to various events be continued in accordance with the following conditions; and

- That all event tickets be held and made available to members of City Council for charitable purposes only; and

- That tickets not requested by members of Council within 48 hours of the event be forwarded to charitable organizations such as Big Brothers and Big Sisters; and

- That staff be directed to report to the Transport and Environment Committee annually via an information report advising how and by whom all event tickets were used during the previous year; and

- That the advertising panels at Ivor Wynne Stadium, Copps Coliseum and other facilities be reserved for advertising City sponsored events.

(c) That in accordance with subsection (b) the request of the Hamilton Tiger Cats to provide an advertising panel at Ivor Wynne Stadium ($7,500 value) and season tickets ($3,600 value) in exchange for seven parking spaces ($8,400 value) in the Convention Centre parking facility be approved; and

(d) That future requests from organizations for the exchange of parking privileges in municipal parking facilities for advertising, season tickets, etc. be brought to the Transport and Environment Committee for approval.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

(a) Discontinuing the practice of purchasing parking advertising and tickets for community events will result in a savings of $5,000 annually in the Parking Services operating budget.

(b) There will be a significant amount of time involved in processing, monitoring and administering the records of providing the members of Council with event tickets for charitable purposes, but these will be off-set by other efficiencies which have been identified through the Parking Authority/Community Traffic Services merger.

BACKGROUND:

On 1998 May 4, the Transport and Environment Committee dealt with the staff recommendation to discontinue the advertising practices of the former Hamilton Parking Authority, and subsequently approved the following:

> "That the report be tabled and referred to staff in order that procedures be developed for the Committee's consideration, allowing the continuation of the practice of providing parking services in exchange for soft services".

As previously reported, the City considers requests for financial sponsorship through the Finance and Administration Committee, and has actively supported community events and organizations in the past. Thus, there has been some duplication by the City and the former Hamilton Parking Authority over the years. Staff are of the opinion that the advertising of municipal parking facilities has little, if any, value in terms of attracting motorists into parking lots. Therefore, in accordance with current City practice, it would be appropriate that requests to purchase tickets and advertising in event programs be dealt with by the Finance and Administration Committee.

Also, in order to continue to support organizations such as the Hamilton Tiger Cats and the Hamilton Bulldogs, it is recommended that the practice of exchanging parking privileges in off-street lots for advertising and season tickets, etc. be continued, but that the following restrictions apply:

- All event tickets be held and made available to members of Council for charitable purposes only, and that the tickets be made available through the Community Traffic and Parking Services Division where complete records will be kept on the disposition of such tickets; and

- Event tickets not requested by any Council member within 48 hours of an event be forwarded to the Big Brothers, Big Sisters, or other such charitable organizations for use; and

- An Information Report be prepared annually to the Transport and Environment Committee which will provide a complete record of the disposition of all of the event tickets; and

- That the advertising panels provided by such organizations as the Hamilton Tiger Cats at Ivor Wynne Stadium and the Hamilton Bulldogs at Copps Coliseum be reserved for advertising City sponsored events rather than advertising municipal parking facilities.

By letter dated 1998 April 7, the Hamilton Tiger Cats requested seven free parking spaces in the Convention Centre parking facility in exchange for 12 Tiger Cat season tickets and an advertising panel at Ivor Wynne Stadium. Although no long-term commitments for parking were made to the Tiger Cats, the former Hamilton Parking Authority has dealt with this request annually since 1993. Therefore, in accordance with the revised policy, it is recommended that the Tiger Cats request be approved.

A request to renew the parking arrangement with the Hamilton Bulldogs will likely be received in July or August, and staff will report to the Committee if and when such a request is received. Also, arrangements for all future one-time special events (ie. Bank of Montreal Skating Championships) would be reported to and dealt with by the Committee as they occur.

MBH/kag

c.c. Alderman Dave Wilson, Chairman
Finance and Administration Committee

c.c. Susan Reeder, Secretary
Finance and Administration Committee

4(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 12
File No: TEC-179-98 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Municipal Parking Tag Program

RECOMMENDATION:

(a) That the Ministry of Transportation be asked to reconsider the $9 regulatory user fee for motorists who are convicted for being illegally parked; and

(b) That should the Ministry of Transportation not reconsider:

(i) That the Ministry of Transportation be requested to provide a detailed explanation outlining the rationale for costs associated with this new $9 regulatory user fee; and

(ii) That the Ministry of Transportation be requested to delay implementation to allow the municipalities additional preparation time for these changes; and

(iii) That the City of Hamilton request funding from the Ministry of Transportation to finance the start up costs (unknown at this time) for implementation of the new $9 user fee, the cost of remitting these fees back to the Ministry of Transportation, and associated financial reports to the Ministry of Transportation; and

(iv) That the Association of Ontario Municipalities and municipalities be advised of the City of Hamilton's position on this matter; and

(v) That staff be directed to report back to the Transport and Environment Committee once the full cost and staffing implications are known.

D. Lobo

FINANCIAL/LEGAL/IMPLICATIONS:

Additional financial and staffing implications are expected but are unknown at this time.

BACKGROUND:

Attached is a letter from the Ministry of Transportation dated 1998 June 01, outlining changes and user fees that will come into effect on 1998 July 01. These changes will affect both municipalities (in terms of additional duties/responsibilities) and motorists (in terms of additional charges on parking tags) when the municipality requires information from the Ministry respecting vehicle ownership. Staff have been in telephone contact with a Ministry representative to clarify a number of details and the following is a summary of the operational changes as we understand them to date:

- a new $3 data access fee charge to the municipality for each owner identification requested, this charge would be in turn is passed on to motorist who are convicted via the $9 user fee noted below ; and

- a new regulatory $9 user fee charge to each motorist convicted by the courts, or those who fail to appear for trail; and

- new responsibilities and increased workload for municipal staff associated with reports (for auditing purposes); and

- probable increased court costs and staff workload since these changes may encourage additional motorists to attend court; and

- loss of fine and court revenues since the Justices of the Peace regularly exercise their authority to waive or reduce parking fines.

The above changes affect both the municipalities and the motorists receiving parking tags. While the overall effects are not known to date, staff is discussing this matter with the Ministry of Transportation and other municipalities in preparation for the upcoming changes. Staff will begin the new processes effective 1998 July 01, and will report back to Transport and Environment Committee with a complete report as soon as all of the costs and staffing implications are known.

In summary, staff have contacted five other municipalities and all have indicated their disagreement with the regulated changes and confusion on the actual details of operation. Ministry of Transportation staff have been unable to provide a clear explanation of the program and its rationale to date, but have made it very clear that this is merely to generate more funds from motorists convicted of illegally parking. While the Ministry is regulating these changes the impression to the motorist will be that the municipality has imposed a new fee.

WY/MBH/kag
Attach.

Ministry of Transportation

Ministère des Transports

Ontario

Safety & Regulation Division
1201 Wilson Avenue
Main Floor, East Building
Downsview, Ontario
M3M 1J8

June 1, 1998

TRAFFIC DIVISION
REC'D JUN 03 1998 FILE

To	Init.	Info.	Act.	R	To	Init.	Info.	Act.	R
HLS					MBH				
EWS					ERA				
BJM					CVB				
ST					WAY				
JRW					GC				
GRK					LB				
WC									
BF					RH				
LFH									
MHW									

Chief Administrative Officer
Corp. of City of Hamilton
71 Main St. W., City Hall
Hamilton, On.
L8N 3T4

Manager, Parking Tag Operations
Corp. of City of Hamilton
71 Main St. W., City Hall
Hamilton, On.
L8N 3T4

SUBJECT: Municipal Parking Tag Program

The Ministry of Transportation (MTO) provides plate ownership information to assist municipalities who have a municipal Parking Tag (Ticket) Program, with the process of identifying and locating individuals who ignore their parking tickets.

The ministry currently provides this information to municipalities at no cost, however, this cannot be sustained. MTO also understands that the municipalities cannot absorb an increased cost for data access. Therefore, effective July 1, 1998, MTO would like to work with the municipalities to institute a method of recovery of a full offset of the data access costs from the vehicle plate owner who has overdue parking tickets.

What will transpire is that, for two categories of these overdue parking tickets "deemed not to dispute" and "fail to respond", the amount of court cost collected at time of ticket payment will be increased. These "increased cost" revenues collected specifically from the two categories of overdue tickets will be payment in full for all the data access municipalities require in the parking tag follow-up program.

Provincial Offences Act Regulation 945 has been amended to increase court costs and Regulation 949 has been amended to assign these increased court costs to municipalities. On a monthly basis these additional court costs, less an administration fee, will be sent by municipalities to MTO.

The attached Information Kit will provide you with further information on this initiative including contact phone numbers. To enable us to serve you better, we request that you complete the attached questionnaire and return it by June 15, 1998 to: Sandy Chan, Business and Technology Integration Group, Room 202, East Building, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8 so that a new Authorized Requester Agreement may be sent to you within a month. If you have any questions please feel free to contact Sandy Chan at (416) 235-4556.

Thank you for your co-operation.

Jill Hutcheon
Assistant Deputy Minister

Attachments 2: Questionnaire
Information Kit (Brief description of this initiative & Q's & A's)

Road Safety — It starts with you

La sécurité routière — Ça vous concerne

Ministry of Transportation

Ministère des Transports

QUESTIONNAIRE

Ontario

1. Name of Municipality:_____

   Municipal Code:_____ Court Location(s):_____

   Mailing Address:_____

   Telephone(___)_____ Fax(___)_____ E-mail address_____

   Authorized Requester #_____ Destination Code_____

   Electronic Data Transfer(EDT) #_____ *(complete as applicable)*

2. Are you currently administering a Parking Tag Program under the Provincial Offences Act?

   Yes_____ No_____

3. If yes, do you or your Service Provider access our vehicle plate ownership information?

   Yes_____ No_____

   If yes, please circle the media that you or your Service Provider use to access our data.

   EDT Tape Hard copy Disk Fax Telephone On-line

4. If a Service Provider is accessing MTO information on your behalf for the purpose of (2) above, please provide their information as required below:

   Mailing Address:_____

   Telephone(___)_____ Fax(___)_____ E-mail address_____

   Authorized Requester #_____ Destination Code_____

   Electronic Data Transfer(EDT) #_____ *(complete as applicable)*

5. Do you have an agreement with your Service Provider regarding the protection of name and address information as required by the Freedom of Information and Protection of Privacy Act?

   Yes_____ No_____

6. Is your municipality acting as an agent for another municipality for the parking tag program under the Provincial Offences Act?

   Yes_____ No_____

   If yes, please specify which municipality.

   _____

   _____

7. Has your municipality been amalgamated recently with another municipality or will you be amalgamating in the future?

   Yes_____ No_____

   If yes, please specify the municipality with which you amalgamated, the new municipal name, date of amalgamation and address if different from the above.

   _____

   _____

   _____

8. Did your municipality opt-in to Bill 25?

   Yes_____ No_____ If yes , please provide date_____

9. Additional comments

   _____

Thank you. *Please return this by fax to Account Representative, Business & Technology Integration Group, Safety and Regulation Division, Ministry of Transportation at (416)235-4642 or mail it to the same at 1201 Wilson Ave, Downsview Ontario M3M 1J8. On receipt, we shall determine whether we need to set up a new contract with you to implement the "Municipal Parking Tag Program - Data Access" initiative.*

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INFORMATION KIT

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1. EXECUTIVE SUMMARY

The Ministry of Transportation (MTO) has an Information Business line which provides information to interested clients. This is an activity that has developed over many years. The Safety and Regulation Division has worked to establish a business context and approach.

The MTO Information Business has several defining characteristics. First these are discretionary products providing status, history or detail information from the driver and vehicle data repositories. Second, there is an Authorized Requester Contract between MTO and the customer which covers a number of agreements as to the type of data received, the uses to which the data can be put, the type of data access, the retention period of the data by the customer and the appropriate fee. The third characteristic is that MTO has established this on a business footing where these services are provided on a cost and value of information basis.

A very significant customer group of the MTO Information Business are the municipalities of Ontario. MTO provides plate ownership information to municipalities in order to identify and locate individuals who ignore their parking tickets. Costs associated with these data access activities are currently incurred by Ontario taxpayers.

The government believes it is appropriate that the financial burden for this municipal data access be incurred by defendants who ignore their parking tickets and are convicted. This will serve as an incentive for plate owners who have parking infractions to either dispute or pay their tickets and to do so promptly, thus avoiding costly processes.

Management Board, the Ministry of the Attorney General (MAG) and MTO agreed that the best method to get the defendant to pay is via Regulation 945 of the Provincial Offences Act. This regulation requires that convicted defandants pay court costs. Complementary amendments to Regulation 949 under the Act have also been made. These amendments stipulate the amount that a municipality is entitled to receive from each defendant who ignores his/her parking ticket, or who requests a trial but fails to attend and is convicted. The municipality will, in turn, take these revenues, less a service fee, and send them to MTO as full payment for the plate ownership searches requested from MTO.

MTO is also committed to work with the municipalities to support their follow-up of outstanding defaulted parking tickets in plate denial past the normal renewal date of the plate registration.

2.0 BACKGROUND

2.1 CURRENT BUSINESS PROCESS BETWEEN MTO AND MUNICIPALITIES

Municipalities have been customers of MTO for a number of years through the Parking Tag Program. There are approximately 87 municipalities that currently run parking tag programs through the authority of the Provincial Offences Act (POA). They obtain information from MTO to identify a plate owner and the corresponding address to send out Notices of Impending Conviction and Notices of Fine and Due Date or Registrar certified plate owner information for court purposes. They also receive revenue (which is channelled, in most cases, through MAG), when the MTO Issuer Network or the Kiosk Network collects parking fines, defaulted fines and the associated costs and fees.

MTO provides service to the Municipal Parking Tag Program at certain points in the business process:

a). A ticket is issued.

b) If the ticket is paid within 7 days to 10 days (optional, differs by municipality), an early payment discount applies.

c) If the ticket is paid within 15 days, the set fine amount is paid.
If the defendant elects trial then *MTO supplies Registrar certified ownership information and labels.* If the defendant is convicted court costs ($3.75 today) may be charged at the discretion of the court. These court costs are sent to MAG by municipalities.

d) If the ticket is not paid within 35 days, a Notice of Impending Conviction is issued. At this time the defendant is warned that if the amount owing is not paid by the date specified, they will be convicted and have to pay the court costs ($7 today). *MTO provides the name/address of plate owner.*

e) If the ticket is not paid within 75 days, a Notice of Fine and Due Date is issued. At this time the defendant is informed that if the fine amount and the costs are not paid by the date specified, they will be in default, and an additional cost of $20 will be applied and renewal of the plate will be denied. *MTO provides the name/address of plate owner. MTO provides certified labels for court purposes.*

f) At 115 days approximately, MAG issues an order to MTO to deny plate renewal because of defaulted parking fines. *MTO posts denials, corrections, adjustments, etc., through the ICON system interface.*

g) Collection of defaulted fines . *MTO collects defaulted fines at plate renewal and releases the plate from the denied status. (115 days through to 115 days + 1 yr. or 115 days + 2 yr. depending on renewal cycle).*

h) Payments. *MTO journals the fines and costs collected to MAG at the end of each month.*

The Information Business services were provided to municipalities, free of charge, in the past.

3.0 DESCRIPTION OF INITIATIVE

3.1 PURPOSE

The purpose of this report is to describe this initiative and the implementation design so that all stakeholders have a common understanding.

3.2 SCOPE

The scope of the change to the business process is restricted to the following:

1. Municipalities may request plate owner name and address information only for:

   - Court purposes (Registrar of Motor Vehicle certified information will be provided).
   - Sending out Notices of Impending Conviction and Notices of Fine and Due Date (uncertified information will be provided).

2. Authorized Requester agreements will be signed by all municipalities. Because of the financial implications of this initiative, the principals to the contract will be the Municipality and MTO and not third party service providers.

3. The existing business processes between MTO, MAG, the Municipalities will be modified, where required, to reflect the payment, financial reporting and performance monitoring requirements of this initiative. (**Appendix 1** shows the Payment Stream)

3.3 BUSINESS OBJECTIVES

The objectives of this initiative are:

1. **To encourage early and full payment of parking fines thus avoiding costly processing.**

   The program will be effective if all plate owners who have parking infractions pay their tickets and do so promptly thus avoiding costly processes i.e., sending out Notices of Impending Conviction, Notices of Conviction Fine and Due Date, Denials of Plate Renewals because of defaulted parking fines and all the administrative and systems functions surrounding these activities.

2. **To transfer the cost supporting the Municipal Parking Tag programs from the taxpayer to those defendants who ignore their parking tickets or who elect trial and fail to attend (without explanation).**

   The government believes that the taxpayer should no longer foot the bill for the defendant who ignores his/her parking ticket. The costs of providing these services, maintaining the value of the information and supporting the Parking Tag Programs should be transferred to the defendant who failed to pay or dispute the parking fine within the specified time period.

3.3 BUSINESS OBJECTIVES (continued)

3. **To compensate MTO for services provided in support of the Municipal Parking Tag Program and to maintain the value of the information provided.**

4. **To ensure the protection of plate owner name and address information as required by the Freedom of Information and Protection of Privacy Act.**

3.4 BUSINESS PRINCIPLES

1. MTO will charge $3.00 for each data access to cover costs and value of information to support the Municipal Parking Tag Program.

2. The defendant who ignores his/her parking ticket and is convicted must pay. The following two categories of defendants may be required to pay increased court costs of $9.00:

   - those who elect trial, fail to attend, are considered "deemed not to dispute" the ticket and are convicted (from $3.75 to $12.75).

   - those who "fail to respond" to the Notice of Impending Conviction and are convicted (from $7.00 to $16.00).

3. Municipalities will be assigned increased court costs of $9.00 collected from the two above mentioned categories of defendants and will send these funds, less an administration fee of $0.25, to MTO as full payment for the plate ownership searches requested from MTO.

4. MTO will work closely with municipalities to implement this initiative.

5. MTO will also work closely with MAG and municipalities to recover defaulted parking fines, where a plate has been denied and the normal renewal cycle has lapsed.

3.5 BUSINESS APPROACH

There are two separate business process streams the *Information Business* and the *Municipal Cost Recovery* that are reconciled to complete the business approach.

The *Information Business* is the business agreement between the Municipality and MTO. The contracts (existing or new) between each Municipality and MTO will be modified or constructed to establish that every data access from the municipality will incur a base charge of $3.00.

The *Municipal Cost Recovery* is the $9.00 cost recovered from the defendant to pay for the overall data access fees for the entire program.

The reconciliation process has been assumed by MTO.

3.6 AUTHORITY FOR THIS INITIATIVE

3.6.1 MANAGEMENT BOARD APPROVAL

A proposal was made to Management Board early in 1997. On March 30, 1997 Management Board approved a $3.00 data access fee be charged to municipalities for each plate ownership information request..

3.7 LEGISLATION/REGULATION/POLICY IMPLICATIONS

3.7.1 Provincial Offences Act Regulation Amendments

MAG and MTO received approval of the following amendments:

REGULATION 945

1. **Paragraphs 5 and 6 of Section 1 of Regulation 945 of the Revised Regulations of Ontario, 1990 are revoked and the following substituted:**

   5. Upon conviction under subsection 18.2 (6) of the Act.....16.00
   6. Upon conviction under section 18.4 of the Act.....12.75

2. **This Regulation comes into force on July 1, 1998.**

REGULATION 949

1. **Section 12 of Regulation 949 of the Revised Regulations of Ontario, 1990 is revoked and the following substituted:**

   (1) Every municipality or other body that issues a notice of impending conviction is entitled to an allowance of $11.

   (2) Every municipality designated in the Table to section 13 is entitled to an allowance of $2 for each fine it collects in connection with a conviction under subsection 18.2 (6) of the Act.

   (3) The allowance under subsections (1) and (2) shall be deducted from the court costs that are payable upon conviction under subsection 18.2 (6) of the Act, are prescribed in Regulation 945 of the Revised Regulations of Ontario, 1990 and are received in connection with the collected fines.

REGULATION 949 (continued)

2 **The Regulation is amended by adding the following section:**

12.1 (1) Every municipality is entitled to an allowance of $9 for each fine it collects in connection with a conviction under section 18.4 of the Act.

(2) The allowance under subsection (1) shall be deducted from the court costs that are payable upon convictions under section 18.4 of the Act, are prescribed in Regulation 945 of the Revised Regulations of Ontario, 1990 and are received in connection with the collected fine.

3. **Subsection 13 (2) of the Regulation is amended** by striking out "subsections 11 (1) and (2)" in the second line and substituting "sections 12 and 12.1".

4. **This Regulation comes into force on July 1, 1998.**

The regulation amendments appear in the Ontario Gazette dated June 6, 1998.

3.7.2 **Freedom of Information and Protection of Privacy Act**

All **Freedom of Information and Protection of Privacy** safeguards must be kept in place and enforced.

Ministry policy regarding the release of information was revised in January 1993 and again in October 1994 in an effort to enhance the protection of personal information. The Ministry now restricts access of an individual's residence address to Authorized Requesters who have entered into formal agreements specifying the information use. Municipalities are not permitted to retain this information beyond a specified period.

3.7.3 **Ontario's Highway Traffic Act** is the enabling force behind the collection of data for the purpose of creating driver, vehicle and plate records. The Act requires the Registrar to create a public record, maintain it and make it available to the public. With the exception of an individual's residence address the public record is exempt under the Freedom of Information and the Protection of Privacy Act when the information contained in the record is used for a purpose consistent with that for which it was obtained.

4.0 IMPLEMENTATION DESIGN

Appendix 1 depicts the Municipal Parking Tag Program "payment stream". The following are the areas of change required in the existing business process.

4.1 INFORMATION REQUIREMENTS

MTO will provide municipalities with name and address information of the plate owner of the illegally parked vehicle at any of three points in the process:

1. If the defendant wishes to dispute and elects to go to trial instead of paying the parking ticket (certified labels will be provided by MTO).

2. If the defendant fails to pay the parking ticket within 35 days of the date of parking infraction, a Notice of Impending Conviction is issued by the Municipality (uncertified information will be provided by MTO).

3. If the defendant fails to pay the parking ticket within 75 days of the date of parking infraction, the defendant is convicted and a Notice of Fine and Due date is issued by the Municipality (uncertified information will be provided).

Note: Registrar certified information/labels will be provided by MTO only for court purposes as and when they occur. Information will be used for no other purposes than those listed above. Those municipalities who request only certified labels and who may use this information for other purposes must refrain from this practice.

4.2 DELIVERY MEDIUM

MTO's Licensing Administration Office will migrate all the "Hardcopy" and "Tape to Tape" municipalities to the Electronic Data Transfer medium being used by most municipalities by the end of the fiscal year 1998/99. Affected municipalities are required to request MTO to migrate them to the EDT channel as soon as possible.

4.0 IMPLEMENTATION DESIGN (continued)

4.3 DATA ACCESS FEES

MTO will charge municipalities a data access fee of $3.00 for each data access, whether certified or uncertified.

4.4 INCREASED COURT COSTS

4.4.1 "Deemed not to dispute"

If the amount of court costs assigned by the Court is $12.75, the municipalities will pay:

MAG	$3.75
Municipalities	$0.25
MTO	$8.75

If the amount of court costs assigned by the Court is less than $12.75 but greater than $4.00 then municipalities will pay:

MAG	$3.75
Municipalities	$0.25
MTO	$?.?? the balance.

If the amount of court costs assigned by the Court is less than $4 but greater than $3.75 then municipalities will pay:

MAG	$3.75
Municipalities	$?.?? the balance
MTO	$0.00

If the amount of court costs assigned by the Court is less than or equal to $3.75 then municipalities will pay:

MAG	$3.75 or less as the case may be
Municipalities	$0.00
MTO	$0.00

4.4.2 "Fail to Respond"

Municipalities will pay MTO the $9.00 collected from the defendant less an administration fee of $0.25.

4.4 INCREASED COURT COSTS (continued)

4.4.3 Payment Due

Payment of increased court costs are due to MTO the first day of each month for the previous month.

Note: The MTO will reconcile the fees for all data access requests from all municipalities against all increased court costs collected from defendants by all municipalities. It is expected that these will balance out at maturity i.e., in the third year of operation.

4.5 FINE COLLECTION AND DISBURSEMENT

4.5.1 MTO will continue to collect fines at the kiosk (Ottawa and Metro) and defaulted fines at the kiosk and over the counter at Driver and Vehicle Licensing Offices, on behalf of Municipalities, as it does today.

4.5.2 Municipalities and MTO require MAG to transmit promptly funds received from:

1. Fines and court costs collected from defendants at the NFDD stage, on behalf of municipalities who have not "opted in" to Bill 25 i.e., those municipalities who do not collect fines.

2. Defaulted fines and court costs collected by MTO and sent to MAG for disbursement to municipalities at the reinstatement of the denied plate.

4.5.3 MAG requires the Municipalities to retain their existing payment and financial reconciliation process for fines and costs collected at the NFDD stage and owing to MAG.

MAG requires MTO to retain their existing payment and financial reconciliation process for fines and costs collected at the reinstatement of the denied plate.

4.6 DEFAULTED FINES REQUIREMENTS

When the defendant defaults on payment of fines and costs, a denial will continue to be placed by MTO (at the request of MAG on behalf of municipalities), on the plate owner's record for subsequent collection of the defaulted fines and costs at plate renewal time.

MTO, MAG and municipalities will work to improve the collection rate of defaulted fines at the plate reinstatement stage.

4.7 BUSINESS PROCESS CHANGES

The municipalities, MTO and MAG are required to make changes to the existing business processes:

4.7.1 New Account Numbers

Municipalities and MTO will keep records of the number of data accesses for defendants with parking infractions on or after July 1, 1998.

To enable municipalities to identify that the data accesses are for this group of defendants, MTO will provide a specific account number for their use.

The existing account number will be used for processing data requests for those defendants with parking infractions dated prior to July 1, 1998. It is expected that the last of these requests will be received by MTO upto and including 75 days after June 30, 1998 i.e., September 13, 1998. After this date no requests for information for the parking program should be submitted using the old account number. If the old account number also included data access for information other than for the municipal parking tag program it may be retained for those accesses only.

4.7.2 Changes to Notice of Impending Conviction

Since the first Notice of Impending Conviction will be sent out by municipalities anywhere from 16 to 35 days after July 1, 1998 and will apply only to those defendants who incur parking tickets on or after this date, municipalities will need to amend the NIC to read "$16" instead of "$7" by July 15, 1998 at the latest.

4.7.3. Changes to Notice of Fine and Due Date

Since the first Notice of Fine and Due Date would be sent out approximately 75 days after July 1, 1998 and will apply only to those defendants who incurred parking tickets on or after this date. It is after the NFDD has been sent out that the additional $9.00 may be collected from the defendant:

4.7.4 Reports

Required reports, as stated in the next section must be available as follows:

Monthly Payment Report from Municipality	October 1, 1998.
Annual Report base data for fiscal year 1997/98	December 1, 1998.
Annual Report for fiscal year 1998/99	April 1, 1999.

Note: **MAG and Municipalities are requested to make the necessary systems changes to enable the business process and reporting required for this initiative to occur by the dates specified in Section 4.7.**

4.8 REPORTING REQUIREMENTS:

4.8.1 MUNICIPAL

Muncipalities are required to make all the necessary changes to enable them to report to MTO as follows:

1 Monthly

- On the first business day of each month, municipalities will send a cheque for the court costs collected from the "deemed not to dispute" and the "fail to respond" category of defendants in the previous month, accompanied by a report detailing the transactions and signed by the Treasurer. **(Appendix 2 - Municipal Court Cost Payment Report to MTO).**

- Municipalities will send the first cheque to MTO on October 1, 1998 for the funds collected in or prior to the month of September 1998. Thereafter, cheques will be sent to MTO on the 1st day of each month for the previous month. The cheque will be made payable to the Minister of Finance/MTO and should be sent to:

  Ministry of Transportation, Safety & Regulation Division,
  Licensing & Control Branch,
  2680 Keele St., East Building, Downsview, ON M7A 3E6.

  Attention: Supervisor, Data Access & Control Unit, Licensing Administration Office.

2 Annual Fiscal Year from April to March

- Municipalities are required to produce annual reports to aid in performance monitoring. These reports are due on April 1st and will report on the activity of the previous fiscal year ending March 31st. The first official report is due on April 1, 1999 for the period July 1, 1998 to March 31, 1999. **(Appendix 3 - Annual Program Performance Statistics from Municipality to MTO).**

- In order to create a base from which to measure performance, municipalities are requested to provide information in the same format as the annual report for the fiscal year ending March 31, 1998. This report is required by December 1, 1998.

4.8 REPORTING REQUIREMENTS (continued)

4.8.2 MTO

1. Monthly

MTO will keep a record of the number of data accesses for each municipality and for the sum total of all municipalities.

MTO will keep a record of payments received from each municipality showing the amount collected from the defendant in the "deemed not to dispute" and "fail to respond" categories.

Note: "Fail to Respond" is further broken down into those payments received after the NFDD is issued and those received after plate denial has been removed at plate renewal time.

2. Annual

MTO will report the number of data requests received for certified and uncertified information and the amount of increased court costs sent in by each municipality for the fiscal year. **(Appendix 4 - Annual Report from Ministry of Transportation to Municipality).** This report will be sent out on May 1st of each year for the previous year.

3. Annual

The annual input received from municipalities will be used to create an annual report showing the data access requests from all municipalities with and the increased court costs received from all municipalities.

4. 3rd Year

MTO will not charge municipalities more for data access fees than the amount of court costs they collect. To ensure this, total data access fees collected from all municipalities will be reconciled with total court costs collected by all municipalities, over a three year period. This is the minimum time interval required to measure the fiscal benefits of this initiative. The annual Financial Statements will be reconciled over three years.

4.9 PERFORMANCE MEASURES

MTO will use the information, supplied by municipalities, for the fiscal year ending March 31, 1998, as the base from which to measure performance of the program in 2001.

Annual information sent in by municipalities will be stored and evaluated over a three period.

The program will be monitored for performance and will be evaluated at the end of three years when a recommendation will be made to either increase or decrease the court costs or install other deterrents. The following will be tracked:

1. Increase/Decrease in early and full payment of parking fines.

2. Percentages of those electing trial or re-opening to avoid paying the increased court costs.

3. Number and amount of outstanding payments, with reasons.

4. Increase/Decrease in defaulted fines outstanding after the lapse of the normal plate renewal cycle.

5. Total number of data access requests made by municipalities and total amount of court costs received by MTO will be assessed to confirm fiscal benefits.

6. POA Regulations relating to parking will be reviewed.

5.0 CONTRACTUAL REQUIREMENTS

1. The MTO requires municipalities to sign an Authorized Requester agreement with MTO which stipulates the reasons for which data can be accessed, its retention period, protection and destruction. This is required to satisfy the Freedom of Information and Protection of Privacy Act requirements relating to "personal" information.

2. The principals to the agreement are the municipality and MTO. Municipalities have the responsibility to protect all personal information and must satisfy MTO that they have similar agreements with their service providers, if any. Municipal employees will swear an affidavit to ensure personal information will not be accessed or revealed except for reasons stated in the "intended use" of such information. This refers to all access methods and databases or files where this information is stored.

3. Municipalities will destroy all originals or copies of electronic files or records containing personal information within 30 days of its "intended use". MTO reserves the right to conduct audits on use of information, its storage, retention and destruction.

Note: Details of the contractual obligations will be spelled out in the agreements to be sent to municipalities in the near future.

6.0 BENEFITS AND RISK MANAGEMENT

6.1 BENEFITS

Municipality	MTO(S&R)
INTANGIBLES • Increased court costs are expected to encourage the defendant to pay the parking ticket early. • A standardized reconciliation and performance monitoring of the program will be available. • MTO has assumed financial reconciliation function and its costs. • Assistance in collection of defaulted fines after the normal plate renewal cycle has lapsed. • Continued fine collection at point of sale (kiosk & over the counter). • Proven systems & technology infrastructure. • Proven and efficient distribution channels and media(Online Issuer Network, Kiosk & EDT). • Ministry know-how in relation to Legislation, Regulations and Policy.	**INTANGIBLES** • Supports govt/min/div. strategic directions • Supports MTO Business Plan • Enhanced record keeping, financial reconciliation and performance monitoring mechanism. • All municipalities will have "Authorized Requester" Contracts which protects personal information as required by FIPPA. • Cashflow benefits from early recovery of outstanding defaulted fines.
TANGIBLES • Access to special rates for business transactions i.e. $3.00 data access fees • Defendants who ignore their parking tickets pay for the entire program's data access fees. • Compensation @ $0.25 for each $9.00 collected in increased court costs is retained by municipalities for record keeping, reporting and performance monitoring. • Access to name & address information (90% accuracy and currency) • Fine collection (80% success rate)	**TANGIBLES** • Recovery $3 to cover costs and value in maintaining the information to support the Parking Tag Program

6.0 BENEFITS AND RISK MANAGEMENT (continued)
6.2 RISK MANAGEMENT

POTENTIAL RISKS	RISK MANAGEMENT
• Product contains personal information	• Decision to release name and address supported by Ministry policy on intended use i.e. "Parking Violations" .
• Loss of control of personal information provided electronically	• Municipalities to sign "Authorized Requester" agreement with MTO which specifies intended use, retention period and right of audit. Municipalities will be required to have similar contracts with their Service Providers.
• Increased demands on scarce resources	• $3.00 recovery will compensate for additional resources to support this business at MTO and municipalities are being compensated @ $0.25 per $9.00 in increased court costs collected.
• Municipality perception that this initiative is part of the overall POA Transfer	• Recovery of data access fees and the imposition of higher court costs for those defendants who ignore parking tickets is not part of the overall POA Transfer initiative. Municipalities took over responsibility for administering parking tags five years ago. The introduction of the new data access fees and higher court costs is intended to address only these administrative responsibilities.
• The public may react negatively to the increased court costs being introduced.	• The size of the increased court costs reflects the most current determination of costs associated with identifying and locating individuals who do not pay their parking tickets on time. The province is recovering these costs from those who are deemed responsible for them in the first place - namely, the parking defendant. • They should be informed that if they want to avoid increased costs they must pay or dispute the ticket in the stipulated time.

7.0 COMMUNICATIONS

7.1 QUESTIONS & ANSWERS FOR MUNICIPALITIES

Appendix 5 is a set of questions and answers crafted to enable municipalities to understand the requirements of this initiative.

7.2 QUESTIONS & ANSWERS FOR THE PUBLIC

Appendix 6 is a set of questions and answers to enable municipalities to answer questions from the public.

7.3 The questions and answers for municipalities and the public are quite detailed and should be able to answer most questions. If more information that does not appear elsewhere in this Information Kit, is required, municipalities are requested to contact:

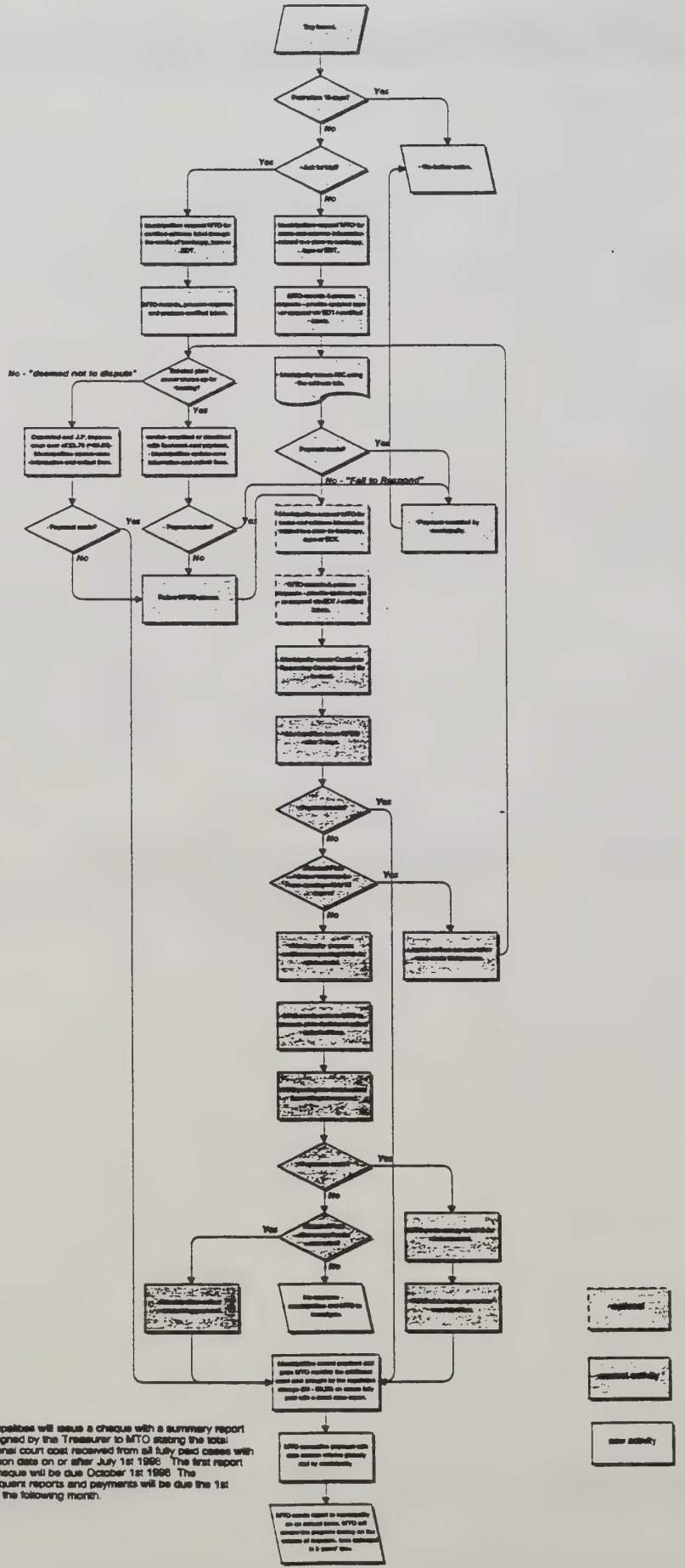
Sandy Chan,
Account Representative,
Ministry of Transportation,
Safety & Regulation Division,
Business & Technology Integration Group,
1201 Wilson Avenue, Room 202, East Building,
Downsview, ON M3M 1J8.

Phone: (416) 235-4556 Fax: (416) 235-4642

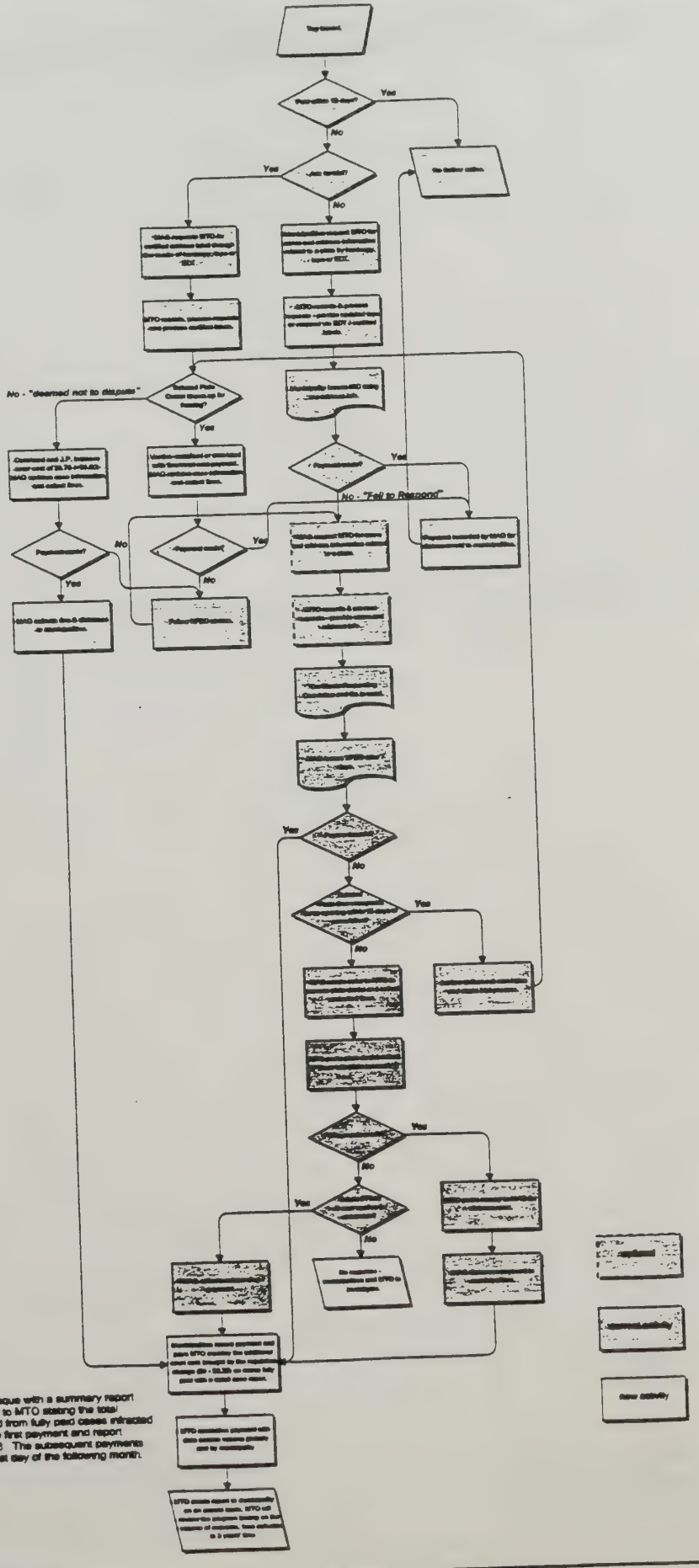
APPENDIX 1A MUNICIPAL PARKING TAG PROGRAM
PAYMENT STREAM FOR OPTED-IN MUNICIPALITIES

APPENDIX 1b MUNICIPAL PARKING TAG PROGRAM
PAYMENT STREAM FOR NON-OPTED-IN MUNICIPALITIES

Municipal Parking Tag Program - Payment Stream for Opted in Municipalities



Municipal Parking Tag Program - Payment Stream for Non-opted in Municipalities



Municipalities will issue a cheque with a summary report duly signed by the Treasurer to MTO stating the total additional court cost received from fully paid cases initiated on or after July 1, 1996. The first payment and report will be due 1st October, 1996. The subsequent payments and reports will be due the 1st day of the following month.

APPENDIX 2 - MUNICIPAL COURT COST PAYMENT REPORT TO MTO

Municipality Monthly Court Cost Payment Report to Ministry of Transportation

Municipality _____

Reporting month / year _____

Customer A/C No. _____

	Payment Categories	No. of Tickets Paid in Full	No. of Tickets Issued after June 30 /98 Paid in Full	Municipality Service Fee ($0.25@)	Total Cost Payment Forwarded to Ministry of Transportation
A.	"Deemed Not to Dispute"	(1)	(2)	(3)	(4)
B.	"Fail to Respond" (payment received after NFDD before plate denial)	(5)	(6)	(7)	(8)
C.	"Fail to Respond" (payment received after plate denial)	(9)	(10)	(11)	(12)
	Totals:	(13)	(14)	(15)	(16)

Amount of Cheque attached (same as box 16) _____

(Cheque No._____Issue Date_____)

_____

Signature of Treasurer or Chief Financial Officer

Conditions:

1. Please make cheques payable to Minister of Finance/MTO.

2. These cost payments are collected by the municipalities and forwarded to the Ministry of Transportation under the authority of POA Regulations 945 and 949 and the Data Access contract between the municipality and Ministry of Transportation.

3. The cost payment and the report should be forwarded to:

Ministry of Transportation
Safety & Regulation Division
2680 Keele Street
Downsview, Ontario
M7A 3E6
Attn: Supervisor, Data Access & Control Unit,
Licensing Administration Office
Licensing & Control Branch

APPENDIX 3 - ANNUAL PROGRAM PERFORMANCE STATISTICS FROM MUNICIPALITIES TO MTO

Municipal Parking Tag Program - Data Access

Annual Program Performance Statistics from Municipality to Ministry of Transportation

Year: 1998/99

Name of municipality:_____

Customer A/C No:_____

Stages	Data Requested	Number of Cases	Total $ Value	$ Paid
Ticket Issued	Tickets Issued			
	Elected Trial			
	Attended			
	Do Not Attend			
	Paid Prior to NIC			
NIC	NIC Issued			
	Paid After NIC Issued			
NFDD	NFDD Issued			
	Paid After NFDD Issued			
Plate Denial	Defaulted Fines w/ Plate Denied			
	Paid w/ Plate Renewal			
Outstanding	Partial Payment			
	Outstanding - extension			
	Outstanding - other reasons			
Stopped/cancelled	Stopped / cancelled			
Re-opening	Re-opening			

Please send to :

Ministry of Transportation
Safety & Regulation Division
2680 Keele Street
Downsview, Ontario
M7A 3E6
Attn: Supervisor, Data Access & Control Unit,
Licensing Administration Office
Licensing & Control Branch

APPENDIX 4 - ANNUAL REPORT FROM MTO TO MUNICIPALITY

Municipal Parking Tag Program - Data Access

Annual Report from Ministry of Transportation to Municipality
Year: 1998/99
Name of municipality:_____
Customer A/C No:_____

Month	Total court cost paid to Ministry of Transportation	Number of plate enquiries requested by the municipality	
		certified	uncertified
Jul-98			
Aug-98			
Sep-98			
Oct-98			
Nov-98			
Dec-98			
Jan-99			
Feb-99			
Mar-99			
Annual Totals			

APPENDIX 5 - QUESTIONS & ANSWERS FOR MUNICIPALITIES

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q1: Why is MTO introducing a $3 fee for each data access requested by municipalities to locate parking defendants ?

A1: To compensate MTO for services provided in support of the Municipal Parking Tag Program and to maintain the value of the information provided.

In the past, these services were provided free of charge to municipalities, i.e., the taxpayer bore the expense of locating parking defendants who ignored their tickets. The cost of providing these services, maintaining the value of the information and supporting the Parking Tag Program is being transferred to the defendant who failed to pay or dispute the parking fine within the specified time period.

Q2: Why are court costs being increased by $9.00 for parking defendants who either fail to respond or who request trial but fail to attend ?

A2:

1. To encourage early and full payment of parking fines thus avoiding costly processing.
2. To transfer the costs of supporting the Parking Tag Program from the taxpayer to defendants who ignore their parking tickets or who elect trial and fail to attend (without explanation).
3. To compensate MTO for services provided in support of the Municipal Parking Tag programs, as the government believes that the taxpayer should no longer foot the bill.

Q3: Who will pay the increased court costs ?

A3: There are only two categories of defendants who may be required to pay the increased court costs:

1. those who elect trial, fail to attend, are considered "deemed not to dispute" and are convicted.
2. those who "fail to respond" to the Notice of Impending Conviction and are convicted.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q4: How will municipalities pay the data access fee ?

A4: Municipalities will not pay MTO's data access fees out of their own budget allocations. Instead,

- On the first business day of each month, municipalities will send a cheque for the court costs collected from the "deemed not to dispute" and the "fail to respond" category of defendants in the previous month, accompanied by a report signed by the Treasurer or Chief Financial Officer.
- Municipalities will send the first cheque to MTO on October 1, 1998 for the funds collected in or prior to the month of September 1998.

Q5: What are the benefits to municipalities ?

A5:

1. The increased court costs are expected to encourage the defendant to pay the ticket earlier.
2. Municipalities are compensated @ $0.25 for every $9.00 collected and sent to MTO.
3. A standardized reconciliation and performance monitoring of the program will be available.
4. MTO is committed to working with municipalities to collect defaulted parking fines from individuals who have had their plate renewal denied and which are still outstanding after the normal renewal cycle has lapsed.

Q6: What approach will be taken in pursuit of outstanding defaulted parking fines ?

A6: MTO will work with MAG and municipalities to identify parking defendants who have outstanding defaulted parking fines after the normal plate renewal cycle has lapsed.

Q7: When will the amendments to Regulations take effect?

A7: July 1, 1998.

All changes to business process, systems, and reporting requirements will apply only to those defendants who incur parking tickets on or after July 1, 1998. The process for those defendants who incur parking tickets prior to this date, will remain unchanged.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q8: What effect will the Regulation changes have on the administrative process ?

A8:

- MTO will keep records of the number of data accesses for defendants with parking infractions on or after July 1, 1998. To enable municipalities to identify that the data accesses are for this group of defendants, MTO will provide a specific account number for their use.

- The first Notice of Impending Conviction will be sent out by municipalities anywhere from 16 to 35 days after July 1, 1998 and will apply only to those defendants who incur parking tickets on or after this date. Therefore, municipalities will need to amend the NIC to read "$16" instead of "$7" by July 15, 1998 at the latest.

- The first Notice of Fine and Due Date would be sent out approximately 75 days after July 1, 1998 and will apply only to those defendants who incurred parking tickets on or after this date. It is after the NFDD has been sent out that the additional $9.00 may be collected from the defendant.

- For those defendants who elect trial and fail to attend (without explanation) and are considered deemed not to dispute the parking ticket, the additional $9.00 assessed for court costs will be considered due the month the trial occurred.

- Municipalities will keep accurate records to enable them to provide MTO with the required data and reports.

Monthly

- On the first business day of each month, municipalities will send a cheque for the court costs collected from the "deemed not to dispute" and the "fail to respond" category of defendants in the previous month, accompanied by a report signed by the Treasurer or Chief Financial Officer.

- Municipalities will send the first cheque to MTO on October 1, 1998 for the funds collected in or prior to the month of September 1998. The cheque will be made payable to the Minister of Finance/MTO and sent to:

  Ministry of Transportation, Safety & Regulation Division,
  Licensing & Control Branch,
  2680 Keele St., East Building, Downsview, ON M7A 3E6

  Attention: Supervisor, Data Access & Control Unit, Licensing Administration Office.

Annual

- Municipalities are required to produce annual reports to aid in performance monitoring. These reports are due on April 1st and will report on the activity of the previous fiscal year ending March 31st. The first report is due on April 1, 1999 for the period July 1, 1998 to March 31, 1999.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q9: **Will municipalities be compensated for the additional administrative duties ?**

A9: Municipalities will retain $0.25 from each $9.00 collected from the defendant and paid to MTO. This administration fee is compensation for record keeping and performance monitoring, creating monthly reports and cutting cheques.

Q10: **Who will perform the financial reconciliation function and how ?**

A10: MTO has assumed responsibility for this function.

Monthly

MTO will keep a record of the number of data accesses for each municipality and for the sum total of data accesses for all municipalities.

MTO will receive payment reports from each municipality showing the amount collected from the defendant in the "deemed not to dispute" and "fail to respond" categories.

MTO will maintain a database of all monthly payment information received from all municipalities.

Annual

MTO will produce an annual report for municipalities showing the number of data access requests and the amount of court costs paid by the defendant.

Third Year

MTO will not charge municipalities more for data access fees than the amount of court costs they collect from the parking defendant. To ensure this, total data access fees collected from all municipalities will be reconciled with total court costs collected by all municipalities, over a three year period. This is the minimum time interval required to measure the fiscal benefits of this initiatve.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q11: How will performance be monitored ?

A11: The program will be monitored for performance and will be evaluated at the end of three years when a recommendation will be made to either increase or decrease the court costs or install other deterrents. The following will be tracked:

1. Increase/Decrease in early and full payment of parking fines.
2. Percentages of those electing trial or re-opening to avoid paying the increased court costs.
3. Number and amount of outstanding payments, with reasons.
4. Increase/Decrease in defaulted fines outstanding after the lapse of the normal plate renewal cycle.
5. Total number of data access requests made by municipalities and total amount of court costs received by MTO will be assessed to confirm fiscal benefits.
6. POA Regulations relating to parking will be reviewed.

Q12: Is MTO selling personal information to municipalities ?

A12: No.

MTO places the highest priority on maintaining the confidentiality of personal information contained in its records. All Freedom of Information and Protection of Privacy ACT (FOIPPA) safeguards will be kept in place and enforced with respect to provision of this information to outside parties, such as municipalities.

MTO now restricts access of an individual's residence address to "authorized requesters" who have entered into formal agreements with the ministry specifying how the information can be used. Municipalities that enter into these formal agreements are recognized as "authorized requesters", and are not permitted to retain this information beyond a specified period.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q13: Under what circumstances will MTO permit the municipalities to access plate ownership information (name and address) ?

A13: Municipalities will be allowed access to plate ownership information at the following stages in the process:

1. Registrar Certified plate ownership information will be provided only for court purposes.

2. Plate ownership information will be provided only for purposes of sending out the Notice of Impending Conviction and the Notice of Fine and Due Date.

Municipalities, who may have been asking for name and address information other than at the above-mentioned points in the process; or who may have been requesting certified labels other than for court purposes, must refrain from doing so effective July 1, 1998.

Q14: What is the retention period for the plate ownership information (name and address) ?

A14: The retention for plate ownership information is 30 days after its intended use (i.e., Court purposes and sending out the Notice of Impending Conviction and Notice of Fine and Due Date). Municipalities may not retain databases of this information beyond the specified retention period.

Note:- Because of the dynamic nature of address changes, MTO does not guarantee that it is correct except for the date on which the request is made. Municipalities are cautioned that if they wish to locate an individual at their current address the date must be the date on which the request is made. Also MTO relies on the individual to inform them of the correct address and bears no responsibility if the address is incorrect.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q15: How are municipalities required to protect the confidentiality of the plate owner's name and address information ?

A15: Each municipality will sign an "Authorized Requester" agreement with MTO. This agreement will stipulate the reasons for which data can be accessed, its retention period, protection and destruction. This is required to satisfy the Freedom of Information and Protection of Privacy Act requirements relating to "personal" information. The principals to the agreement are the municipality and MTO. Municipalities have the responsibility to protect all personal information and must satisfy MTO that they have similar agreements with their service providers, if any.

Briefly,

- Municipal employees will swear an affidavit to ensure personal information will not be accessed or revealed except for reasons stated in the "intended use" of such information. This refers to all access methods and databases or files where this information is stored.
- Municipalities must satisfy MTO that they have similar contracts, protecting personal information, with their service providers, if any.
- Municipalities will destroy all originals or copies of electronic files or records containing personal information within 30 days of its intended use.

Q16: How are municipalities being notified about this initiative ?

A16: Consultation occurred with several larger municipalities who account for 85% of the volume of business with MTO.

This Information Kit is being sent to municipalities with a covering letter from the Assistant Deputy Minister, Safety & Regulation Division, Ministry of Transportation to reinforce the administrative/business nature of these regulation changes.

Supplementary information will be provided with the issue of new or revised " Authorized Requester" agreements between municipalities and MTO, if required.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q17: How is the parking defendant being notified ?

A17: The parking defendant will be informed, as they are today:

- On the ticket they are warned that if they are convicted they will be required to pay the set fine and court costs.
- The Notice of Impending Conviction warns them that if they ignore the NIC they will be convicted and will be required to pay the set fine and court costs ($7 today).

The Notice of Impending Conviction will be modified by municipalities to change the court costs from $7 to $16 to reflect the $9 increase. This document will be issued to all defendants who incurred parking tickets on or after July 1, 1998.

Q18: What is the regulatory amendment associated with this initiative ?

A18: Amendments have been made to subsections 1(5) and 1(6) of Regulation 945 of the Provincial Offences Act (POA), to increase current court costs by $9.00 for parking defendants who either fail to respond or who request a trial but fail to attend. Section 12 of Regulation 949 is also amended to permit municipalities to receive these increased court costs.

These amendments appear in the Ontario Gazette dated June 6, 1998 and effective July 1, 1998.

Q19: Is this initiative part of the overall POA Transfer plan ?

A19: No.

Recovery of data access fees and imposition of higher court costs for those who ignore parking tickets is not part of the overall POA Transfer initiative.

Note: The Municipal Parking Tag Program - Data Access program is valid both before and after the POA Transfer.

Q20: What should you do if you need further information ?

A20: Please read the Information Kit sent you for more information on this program.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR MUNICIPALITIES

Q21: Who should answer questions from the Public ?

A21: Municipalities should answer questions from the public from the "Q&A for Public" provided to them, as they are responsible for the Municipal Parking Tag Program.

Q22: Who should municipalities, who have not "opted-in" to Bill 25 (i.e., they do not collect fines), contact if they have questions relating to the business and administrative processes between municipalities and MAG ?

A22: Municipalities who have not opted-in to Bill 25 may contact their local Court Services Manager.

Q23: Who should be contacted for information on changes to the business and administrative processes between MTO and municipalities that is not found in the Information Kit ?

A23 1. During the implementation period from June 1 to September 30, 1998, the following may be contacted:

Ministry of Transportation,
Safety & Regulation Division,
Business & Technology Integration Group

Account Representative Phone: (416) 235-4556 Fax: (416) 235-4642

2. After the implementation period is over from October 1, 1998 onwards, the following may be contacted:

Ministry of Transportation,
Safety & Regulation Division,
Licencing Administration Office,

Supervisor, Data Access and Control Unit Phone: (416) 235-4731 Fax: (416) 235-4009

APPENDIX 6 - QUESTIONS & ANSWERS FOR THE PUBLIC

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR PUBLIC

Q1: Why are court costs being increased ?

A1: In the past, the taxpayer supported the pursuit of all parking defendants who ignored their tickets. The cost of providing these services, maintaining the value of information and supporting the Parking Tag Program is being transferred to the defendant who fails to pay or dispute the parking fine within the specified time period and has, therefore, caused the government additional expenditures.

Q2: Will all parking defendants pay the increased court costs ?

A2: No. There are only two categories of parking defendants who may be required to pay the increased court costs:

1. those who elect trial, fail to attend, are considered "deemed not to dispute" and are convicted.

2. those who "fail to respond" to the Notice of Impending Conviction and are convicted.

Q3: When will the increased court costs take effect ?

A3: July 1, 1998.

1. The new court costs of $12.75 will apply only to those defendants who incur parking tickets on or after July 1, 1998, and who elect trial but fail to attend (without explanation), are "deemed not to dispute" and are convicted. The old court costs of $3.75 will still apply for those defendants who incur parking tickets prior to this date.

2. The new court costs of $16 will apply to those defendants who incur parking tickets on or after July 1, 1998, and who ignore the Notice of Impending Conviction and are convicted. The old court costs of $7 will still apply for those defendants who incur parking tickets prior to this date.

MUNICIPAL PARKING TAG PROGRAM - DATA ACCESS

QUESTIONS AND ANSWERS FOR PUBLIC

Q4: Is MTO selling personal information to municipalities ?

A4: No.

MTO places the highest priority on maintaining the confidentiality of personal information contained in its records. All Freedom of Information and Protection of Privacy ACT (FOIPPA) safeguards will be kept in place and enforced with respect to provision of this information to outside parties, such as municipalities.

MTO now restricts access of an individual's residence address to "authorized requesters" who have entered into formal agreements with the ministry specifying how the information can be used. Municipalities that enter into these formal agreements are recognized as "authorized requesters", and are not permitted to retain this information beyond a specified period.

Q5: How is the parking defendant being notified ?

A5: The parking defendant will be informed, as they are today:

- On the ticket they are warned that if they are convicted they will be required to pay the set fine and court costs.
- The Notice of Impending Conviction warns them that if they ignore the NIC they will be convicted and will be required to pay the set fine and court costs.

Q6: What is the regulatory amendment associated with the increased court costs ?

A6: Amendments have been made to subsections 1(5) and 1(6) of Regulation 945 of the Provincial Offences Act (POA), to increase current court costs by $9.00 for parking defendants who either fail to respond or who request a trial but fail to attend.

These amendments appear in the Ontario Gazette dated June 6, 1998.

4(ii)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 20
File No. TEC-124-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Main Street West, south of Whitney Avenue - School Crossing Guard

RECOMMENDATION:

That the School Crossing Guard service on Main Street West, south of Whitney Avenue (adjacent to White Chapel Cemetery), be discontinued.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this school crossing location will not result in any savings or require the displacement of any employee. The use of Spare School Crossing Guards will be more efficient as a result of this action.

BACKGROUND:

The school crossing location on Main Street West, south of Whitney Avenue, is currently supervised during the morning crossing period only. Past history indicates that students attending Dalewood School were required to cross Main, from west to east, only in the mornings, in order to board Hamilton Street Railway buses, while in the evening they got off the bus on the west side of Main. Recent surveys indicate that two children regularly use the school crossing during the morning school crossing period and both are currently in Grade Eight at Dalewood School. Historically, there has never been more than two or three children crossing at this location. The Hamilton-Wentworth District School Board has advised that a school bus now services this area and that all children can now board the school bus without having to cross Main Street West.

The Principal of Dalewood School and the parents of the two children have been advised of this proposal and have no objection to the removal of the supervised school crossing.

There is no permanent employee assigned to this school crossing as it is very difficult to hire someone to work less than one hour per day. The location has been attended by a Spare School Crossing Guard whose function is to work at locations where permanent employees are off sick, on vacation etc. Removal of this school crossing will "free up" one Spare during the morning periods to assist at other vacant school crossings. This will be of major assistance during the winter months when it is sometimes necessary to have a School Crossing Supervisor or the Regional Police attend vacant locations.

TA/MBH/kag


E/S-17
A
LIMITS
MAIN
C
E
SHERIDAN LANE
A/S-395
RADFORD
MERICOURT
ELIZABETH CT
LOWER HORNING
HAMILTON
CITY
G-1
E
H/S-37
H
A
E/S-4
B 1
WHITNEY
BEACH BLVD
BEACH ROAD
BEACH COURT
BULLY PL
HAROLD COURT
HAROLD DRIVE
PURVIS
BLACKWOOD CRES
CARWYN CRES
WILES
LOWER HORNING RD
E/S-1008
E/S-52
E/S-91
WEST
E/S-1009
E-2/S-403
B-1
CHEDOKE EXPRESSWAY (HIGHWAY No. 403)

4(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-164-98 / Author: T. Arnold .

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Beryl Street and Birchview Drive - School Crossing Guard

RECOMMENDATION:

(a) That the School Crossing Guard temporarily assigned to the intersection of Beryl Avenue and Birchview Drive during the morning and evening periods be assigned on a permanent basis; and

(b) That consideration be given in the 1999 Current Budget deliberations for an expansion package of approximately $4000., plus administrative costs for a School Crossing Guard at this location.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year, plus administrative costs. This increase can be accommodated within the current (1998) School Crossing Guard Program budget estimates for the remainder of 1998. However, in order to fund this location in 1999, an expansion package will be prepared for presentation to Committee as part of the 1999 budget process.

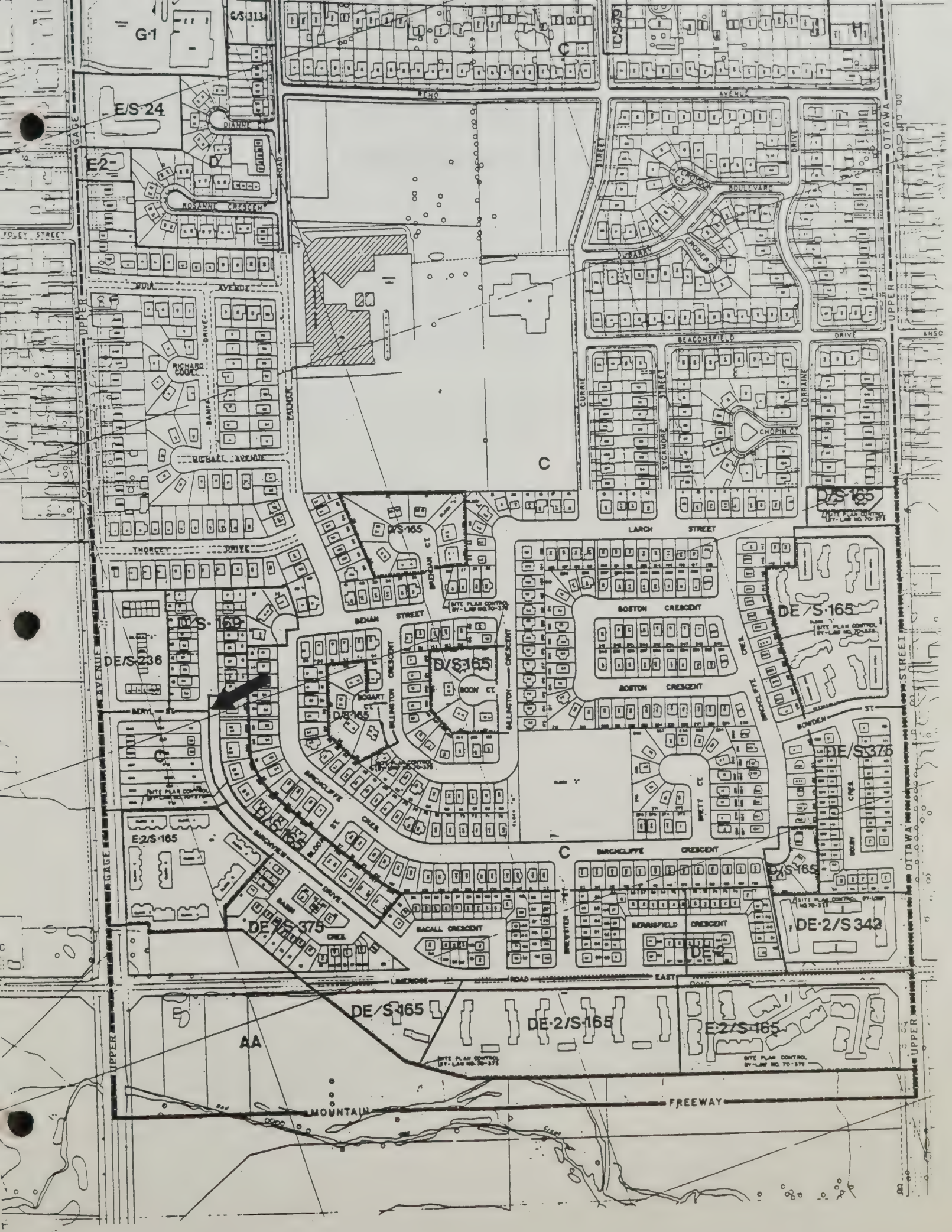
BACKGROUND:

City Council on 1998 January 27, approved the temporary assignment of a School Crossing Guard to the intersection of Beryl Avenue and Birchview Drive until the end of the 1997/1998 school year (June/98), "pending confirmation that there is a reduction in the traffic volumes on Beryl Street/Birchview Drive".

As a result of the opening of the Lincoln Alexander Parkway and the subsequent closure of Limeridge Road, east of Upper Gage Avenue, traffic volumes on Birchview Drive/Beryl Street had increased from approximately 1400 vehicles per day to 4000 vehicles per day. This is a result of Birchview and Beryl becoming an extension of Limeridge and a convenient connection to Upper Gage.

Recent studies at the intersection have identified a reduction in traffic by approximately 20 percent. However, traffic volumes are still significantly higher than before the opening of the Lincoln Alexander Parkway. It should be noted that prior to the assignment of the School Crossing Guard, there was a severe violation rate in regards to obeying the stop signs and while this problem has been reduced dramatically when the School Crossing Guard is on duty, there are still reports of stop sign violations at other times. Staff therefore, recommend that the School Crossing Guard be retained at this location, on a permanent basis.

TA/MBH/kag


G-1
E/S-24
E-2
C
D/S-165
DE/S-165
DE/S-236
E/S-169
DE/S-375
E-2/S-165
DE-2/S-342
DE-2
AA
MOUNTAIN
FREEWAY
UPPER GAGE AVENUE
UPPER OTTAWA STREET
BEACONSFIELD AVENUE
LARCH STREET
BOSTON CRESCENT
BIRCHCLIFFE CRESCENT
BERRISFIELD CRESCENT
BACALL CRESCENT
LIMERIDGE ROAD EAST
SITE PLAN CONTROL BY-LAW NO. 70-379

4(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 17
T103-37 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Banner Applications
Beau Monde Productions (R-98-34)

RECOMMENDATION:

That the application of Beau Monde Productions to erect a banner over Main Street West from 1998 October 12 to 1998 October 19, with the following message:

"Bridal and Fashion Festival October 17 and 18, Hamilton Convention Centre",

be denied.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from Beau Monde Productions to erect a banner over Main Street West from 1998 October 12 to 1998 October 19, advertising a "Bridal and Fashion Festival" at the Convention Centre.

Cont'd...

Banner Application

Cont'd...

The policy guidelines and conditions as approved by Council on 1989 October 10, state that the banner space may be used only for charitable, community or philanthropic undertakings or events. Although the space has been used in previous years to advertise "Leeds Bridal Show", the organization had received approval prior to the revised 1989 guidelines.

It is the policy of the Committee to review the application of first time users of the banner poles prior to the approval of their request. As this application does not meet the conditions approved by Council, this Department cannot support the request.

MJP:

4(iii)(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1998 June 12
E205-05, E. Chajka

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Mud Tracking – (R98-32)**

RECOMMENDATION:

a) That the Commissioner of Public works be authorized to enter into discussions with representatives from the local development/building industry concerning the issue of managing and eliminating mud tracking in Hamilton, using the attached schedule 'A' and Draft Proposals to Manage Mud Tracking as the basis of the discussions.

b) That the outcome of these discussions be forwarded for the consideration of the T & E Committee in the form of Proposals to Manage Mud Tracking.

D. Lobo
Commissioner, Public Works
and Traffic

for J.D. Thoms
Commissioner,
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton currently enforces mud tracking problems through the enforcement of the Streets By-Law and through subdivision agreements. If the policy suggested in this report is adopted, street sweeping costs expended by the Public Works Department on behalf of the development will be more effectively recovered from the developers. At this time the enforcement of the process is anticipated to utilize only existing staff.

cont'd...

BACKGROUND:

In June of 1997 your committee was in receipt of an information report regarding mud tracking. Since that time staff have endeavoured to contact industry representatives and have met on several occasions to discuss the implementation of mud tracking controls related to development projects. Unfortunately to date we have not received an adequate response from the industry in regard to this issue.

At the present time the City holds securities for developments that occur in the form of a plan of subdivision only. Staff propose that other forms of development (ie. Modified Subdivision Agreement) required for severances and site plan agreements, be required to post similar securities, a minimum of $2,000 to ensure that mud tracking control is appropriately implemented.

One of the major short falls of the current system of mud track control is the reactive nature of the control period. Sweeping or cleaning of mud tracking generally does not occur until a complaint has already been received, at which time the problem to the neighbouring residents has already reached a level of irritation. Staff propose that a more proactive approach be undertaken whereby existing field staff would endeavour to monitor mud tracking situations and report violations to the Public Works Department who would then advise the appropriate department administrating the development agreement in question. The developer would be advised and given a limited time frame of 4 hours for nuisance tracking. Failing satisfactory clean-up, Public Works Department would mobilize their street sweeping equipment, resolve the problem and the developer would be invoiced for the City's costs including an administrative charge. Should the development then not pay the invoice within an appropriate period of time the costs will be drawn from the securities posted in that particular agreement. In emergency situations that would create a traffic hazard such as slick roads and or freezing mud, Public Works would respond immediately without notice to the development and similar billing procedures would be imposed on that developer.

The above proposal is outlined on the attached Schedule 'A' which staff propose to circulate to the development industry and the Hamilton/Halton Home Builders' Association for comment and feedback. Upon receipt of the same, staff would therefore then bring a report back requesting that an appropriate policy be implemented.

At the present time it is anticipated that the procedures to control mud tracking would not require additional staff however reassignment and additional duties may by required of certain individuals.

EPC
attach.

SCHEDULE 'A'

POLICY CONCERNING MUD TRACKING RELATED TO DEVELOPMENT PROJECTS

The City of Hamilton will require the maintenance of an appropriate security in Subdivision Agreements, Modified Subdivision Agreements, Site Plan Agreements, and Building Permits (for lots of record), to guarantee payment of costs to clean-up mud tracking onto streets as a result of land development and building activity in the City. Such security will be in the following amounts:

Subdivision Agreements:

Security in the amount of $200/unit to a maximum of $10,000.00 , but will be no less than $2000.00.

Modified Subdivision Agreements:

Security in the amount of $200/unit to a maximum of $10,000.00 , but will be no less than $2000.00.

Site Plan Agreements:

Security in the amount of 2% of the value of site works, to a maximum of $10,000.00 but to be no less than $2000.00.

Building Permits (for lots of record):

A deposit of $500.00 be required for each residential unit.

These securities will be released when the City is satisfied that construction activity has been successfully completed and the risk of mud tracking therefore removed. In the case of the deposit under the building permit, the builder/owner would recover the deposit upon demonstrating that the risk of mud tracking no longer exists.

The mud tracking process will be administered by the Public Works and Traffic Department, with participation from the Building Department and the Development Division of the Regional Environment Department, as follows:

- Field staff of the various departments will advise the Public Works and Traffic Department of mud tracking problems observed.
- If the situation is a traffic hazard or is considered an emergency, the Public Works and Traffic Department will dispatch equipment to clean up without notice to the developer.
- If the situation is only a nuisance, the Public Works and Traffic Department would contact the department responsible for administration of the particular development, who would then instruct the developer/builder to clean up. If the clean up is not effected in a 4 hour period then Public Works would dispatch the necessary equipment to resolve the problem.
- The cost of the clean up, including appropriate administrative overhead and mark up, would be billed to the developer.
- If not paid in the requisite period, the security would be drawn upon to satify the invoice.

5.

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO:	Mr. Kevin C. Christenson, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. S. G. Hollowell Acting City Clerk Office of the City Clerk	OUR FILE: PHONE:	 546-2727
SUBJECT:	Referral from Committee of the Whole - Kenilworth Business Association - To replace Christmas lights	DATE:	1998 May 22

Please be advised that the Committee of the Whole at its meeting held Thursday, 1998 May 21st discussed the Kenilworth Business Association's 1998 General Grant request to replace Christmas lights in the amount of $18,088.

During the 1998 April 16th meeting of the Committee of the Whole, this grant request had been referred to the Mayor's Office and the Community Development Department (subject to Financial Statements).

Further to discussion on this grant request the Committee of the Whole agreed to refer this request to the Transport and Environment Committee for consideration.

S. G. Hollowell

cc K. Beattie, Grants Co-Ordinator

B. Chrystian, Manager of Parks
Public Works and Traffic Department

Hazel Milsome, Co-ordinator of Community Renewal
Public Works and Traffic Department

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 June 22nd
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 May 4th

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 2 Southview Place - Request to Rescind the By-law Entry for a Reserved "Permit Parking" Space for a Disabled Resident

(b) No. 46 Mars Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 146 Picton Street East - Request to a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 7 Land Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) Lottridge Street between Barton Street East and Edward Street

(f) Cranbrook Drive between Greendale Drive and Garrow Drive

(g) No. 36 Douglas Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 63 Francis Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) No. 184 Homewood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Both sides of Jameston Avenue, west of Upper James Street

(k) Wheelchair Loading Zone on High St. adjacent to Sherwood Heights School

(l) West side Montmorency Drive, south of Haskins Court

(m) No. 21 Vansitmart Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(n) No. 11 Ferndale Avenue - Request for a Wheelchair Loading Zone

(o) No. 50 Somerset Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(p) No. 9 East 22nd Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(q) No. 12 Arthur Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(r) No. 59 Keith Street - request for a Reserved "Permit Parking" Space for a Disabled Resident

(s) Ferguson Avenue North between King St. East and King William St.

(t) North side of Inverness Avenue, east of Upper Wellington Street

(u) Apartment Building at No. 990 King Street West - Application for a Time Limit Exemption Permit

(v) Hughson Street North between MacAuley and Picton Street East

(w) Barton Street West between Locke Street North and Crooks Street

ii. **Intersection Control**

(a) Intersection of Claudette Gate and Roland Road

(b) Intersection of Hillyard Street and Munroe Street

(c) Intersection of Abbot Drive and Indian Crescent

(d) Intersections of Glenholme Avenue and Lucerne Avenue and Lucerne Avenue and Summerhill Avenue

iii. **Miscellaneous**

(a) Removal of Pavement Markings - Contract Award

(b) Slot Cutting of Roadway & Traffic Signal Detection Wire Installation - Contract Award

(c) West side of Grandville Avenue, south of Violet Drive - Driveway Clearance

(d) West side of West Avenue South, south of King Street East Request for a Wheelchair Loading Zone

(e) Neighbourhood Watch Program for the Rushdale Neighbourhood

(f) Duke Street between James and MacNab Streets - Parking Meter Duration

(g) Parking Regulations on Lawson Street adjacent to St. Cecilia School

(h) Wheelchair Loading Zone on East 18th Street adjacent to G.L. Armstrong School

iv. **City Engineer**

(a) Earthsong

(b) To Incorporate certain City land into various streets by By-laws

(c) Discharge of Encroachment Agreement - 1 Wilson Street

(d) Encroachment Agreements

(e) Encroachment Agreement - 81 Stuart Street

(f) 1998 Servicing Expenditures Related to Subdivisions

(g) Draft Plan Approval for City Owned Lands - Albion Mills Estates

v. **Public Works Division**

Proposed Alteration of Crockett Street between Upper Gage Avenue and East 31st Street

C. **CITY CLERK**

Declaration of Surplus Property/Sale of part of 1477 Upper James

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1998 May 4th
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present:
Alderman R. Corsini
Alderman B. Charters
B. Price, Hamilton Safety Council
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Comm. of Public Works and Traffic Department
M. Hazell, Public Works and Traffic Department
R. Meiers, Public Works and Traffic Department
C. Firth-Eagland, Public Works and Traffic Department
F. Westaway, Public Works and Traffic Department
G. Corsini, Public Works and Traffic Department
T. Gill, Roads Department
V. Abraham, Director of Planning and Development
K. Extance, Planning and Development Department
M. Watson, City Clerk's Department
P. C., D. Schwalm, Regional Police Service
D. Kantowski, 222 Jackson Street West, Hamilton
P. Bragoli, 222 Jackson Street West, Hamilton
M. Temperley, Hess Village Performing Arts Association
K. C. Christenson, Secretary

1. **DELEGATION:**

(a) **Mrs. Diane Kantowski and Mrs. Pamela Bragoli**
No. 222 Jackson Street West, Re: Hess Village Festivals - Noise

Temporary Street Closure:
Hess Street South between King Street and Main Street, Molson Canadian Summerfest, 1998 June 16 to 1998 June 22 and Hess Village Performing Arts Festival, 1998 July 8 to 1998 July 20

The Committee was in receipt of correspondence and a petition dated 1998 April 9 from Diane Kantowski and Pamela Bragoli and a recommendation dated 1998 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Gill reviewed the details and background of the application.

Ms. Kantowski and Ms. Bragoli both of 222 Jackson Street West appeared before the committee to express concern over the amount of noise created by the Festivals in Hess Village and the effect this has on the area residents.

Mr. Temperley, the applicant for the road closure and event organizer appeared before the Committee and described the event, the positive impact on the Village and the downtown area and measures the organizers had taken to minimize the noise and disruption for area residents.

Following discussion, the Committee agreed that the item be tabled in order that the Mayor, Ward Aldermen, delegation members and staff meet to discuss noise and security issues further, and that based upon the outcome of these discussions, the subsequent recommendation be presented to City Council May 12.

(b) **Traffic Calming - Albright Road** (Added Item)

The Chairman reported that as a result of public support indicated at a public meeting for traffic calming on Albright Road, there was a need to advertise this matter in accordance for further public input. He stated that there was a delegation of area residents present.

Following brief discussion, the Committee approved the following recommendation;

That approval be given to the Commissioner of Public Works and Traffic to advertise the traffic calming for Albright Road from Quigley Road to Mount Albion Road.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1998 April 6th were adopted as circulated to members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 123 Campbell Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 April 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Campbell Avenue commencing at a point 64 feet east of Carlisle Street and extending to a point 24 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 44 feet east of the east curb line of Carlisle Street and extending to a point 16 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **West side of Dalewood Avenue between**
Arnold Street and Traymore

The Committee was in receipt of a report dated 1998 April 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Dalewood Avenue between Arnold Street and Traymore Avenue be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

Staff were directed to report back on the effect of this regulation change in six months time.

(c) **South side of Burlington Street East, east of Catharine Street North**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the south side of Burlington Street East commencing at a point 115 feet east of Catharine Street North and extending to a point 40 feet easterly therefrom be revised such that the regulation commences at a point 103 feet east of Catharine Street North and extends to a point 52 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **King William Street between Walnut Street and Ferguson Avenue**

The Committee was in receipt of a report dated 1998 April 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing single metered parking space on the north side of King William Street commencing 209 feet west of Ferguson Avenue be replaced with a "No Stopping" regulation commencing at a point 129 feet west of Ferguson Avenue and extending to a point 98 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Theatre Aquarius, No. 190 King William Street**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of King William Street, commencing 190 feet west of Ferguson Avenue and extending to a point 33 feet westerly therefrom; and,

(b) That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of King William Street from Catharine Street to Wellington Street be removed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **John Street South between St. Joseph's Drive and Rockwood Place**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of John Street South between St. Joseph's Drive and Rockwood Place, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 81 East 24th Street**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of East 24th Street commencing at a point 240 feet south of Crockett Street and extending to a point 26 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 36 Somerset Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 294 feet west of Barnesdale Avenue North and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Andrew Cholette, No. 36 Somerset Avenue.

(i) **Woodman Drive South between Queenston Road**
and Secord Drive

The Committee was in receipt of a report dated 1998 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side of Woodman Drive South between Queenston Road and Secord Drive be revised such that the regulation is in effect "7:00 am to 6:00 pm, Monday to Friday"; and

(b) That a fulltime "No Parking" regulation be implemented on the west side of Woodman Drive South commencing 191 feet north of Secord Drive and extending to a point 100 feet northerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Vine Street between James Street and MacNab Street**

The Committee was in receipt of a report dated 1998 April 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the two existing metered parking spaces on the north side of Vine Street commencing 57 feet east of MacNab Street be replaced with a "No Parking" regulation commencing at a point 57 feet east of MacNab Street and extending to a point 43 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **No. 19 Keith Street, Request to Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Keith Street commencing at a point 116 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Royal Connaught Hotel, 112 King Street East**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Commercial Vehicle Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the south side of the south branch of King Street East, commencing 93 feet west of Catharine Street and extending to a point 29 feet westerly therefrom; and,

(b) That a "thirty minute time limit" regulation be implemented on the south side of the south branch of King Street commencing 122 feet west of Catharine Street and extending to a point 104 feet westerly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Corsica Court, north of Bonaparte Way**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing by-law entry allowing for a full-time "No Parking" regulation on the east side of Corsica Court (including the bulb) commencing at Bonaparte Way and extending to the south property line of No. 10 Corsica Court be revised to a "No Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation on both sides of Corsica Court (including the bulb), and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Miscellaneous**

(a) **School Bus Loading Zone**
Brigade Drive Adjacent to Helen Detwiler School

The Committee was in receipt of a report dated 1998 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Brigade Drive commencing at a point 205 feet north of Byng Street and extending 40 feet northerly be revised such that the regulation commences at a point 145 feet north of Byng Street and extends 100 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **West side of Frid Street,**
north of Chatham Street - Driveway Clearance

The Committee was in receipt of a report dated 1998 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Frid Street commencing 449 feet north of Chatham Street and extending to a point 80 feet northerly therefrom be extended 134 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **East End Grocer & Deli, 305 Melvin Avenue**
Commercial Boulevard Parking Agreement

The Committee was in receipt of a report dated 1998 April 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of John and Vida Pejnovich, owners of No. 305 Melvin Avenue, to execute a boulevard parking agreement be approved provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $64.61 per space for the first two spaces and $32.31 per space for any additional spaces per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14; and,

(b) the owner pays a one-time $50 registration fee, as approved by the City Council on 1986 January 14; and,

(c) the owner pays a one-time $227.32 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iii. **City Engineer**

(a) **Access to No. 652 Upper Paradise Road**

The Committee was in receipt of a report dated 1998 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Solicitor be authorized to amend the Modified Subdivision Agreement registered as Instrument No. 081926 and that the appropriate City Officials be authorized to sign any necessary documentation to amend the Modified Subdivision Agreement registered as Instrument No. 081926 to delete the requirements relating to driveway access.

(b) **Encroachment Agreements**

The Committee was in receipt of a report dated 1998 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(c) **1998 Servicing Expenditures Related to Subdivisions**
Olmstead Park - Phase 1

The Committee was in receipt of a report dated 1998 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Olmstead Park - Phase 1", Hamilton
City's Share - $ - NIL -, Owner's Share - $ 145,023

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Olmstead Park - Phase 1", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that work not be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) That in the event the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, he should be allowed to do so at his own risk provided he enters into a standard agreement with the City of Hamilton for pre-servicing.

(d) **1998 Servicing Expenditures Related to Subdivisions Tiffany - Phase 2 and Timothy Survey - Phase 2**

The Committee was in receipt of a report dated 1998 January 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Tiffany - Phase 2", Hamilton
City's share $ 10,421, Owner's share $ 434,612

"Timothy Survey - Phase 2", Hamilton
City's share -NIL-, Owner's share $ 79,329

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Tiffany - Phase 2", Hamilton and "Timothy Survey - Phase 2", Hamilton, as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of services in "Tiffany - Phase 2", Hamilton ($10,421) be approved and that the Finance and Administration Committee recommend the source of funding.

(e) **Temporary Road Closures:**
Boy Scout/Girl Guide Parade
Saturday 1998 May 30

The Committee was in receipt of a report dated 1998 April 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close the following streets in the City of Hamilton:

(a) Locke Street, from York Boulevard to Main Street

(b) MacNab Street, from Main Street to Hunter Street

(c) Jackson Street, from MacNab Street to City Hall parking lot,

on Saturday 1998 May 30, from 8:00 o'clock a.m. to 12:00 o'clock noon, for the annual Scouts Canada/Guides Canada Parade be approved, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, and at the expense of the applicant; and,

(vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1998 May 4 from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

Date	*From*	*Subject*	*Date Distributed*
April	Association of Ontario Road Supervisors	A.O.R.S. Newsletter	1998 April 16
April 3	Ministry of the Environment	Provincial Offence Notice served on CleanSoils Ltd. on March 31 for violations of their Certificate of Approval observed on March 19 and March 27	1998 April 17
April 17	Kevin Christenson, Secretary Transport and Environment Committee	Conservation Planning Guides Federation of Ontario Naturalists	1998 April 17
March 3	Kevin Christenson, Secretary Transport and Environment Committee	Provincial Certificate of Approval for a Waste Disposal Site (Processing) Hamilton Bio Conversion Inc.	1998 April 20
April 2	Kevin Christenson, Secretary Transport and Environment Committee	Correspondence from the Federation of Ontario Naturalist	1998 April 20
April 20	Kevin Christenson, Secretary Transport and Environment Committee	Hamilton Bio Conversion Inc. Provincial Certificate of Approval (Waste Disposal Site Processing) 2380 Brampton Street	1998 April 20
April 15	Commissioner of Public Works and Traffic	Parking Arrangements for the Change of Command Ceremony in honour of Chief R. Middaugh and Chief Designate K. Robertson	1998 April 24
April 17	Commissioner of Public Works and Traffic	Intersection Control Conclusion of Six Month Trials	1998 April 24
April 24	Ontario Good Roads Association	March Issue	1998 April 24
April 24	Ontario Good Roads Association	April Issue	1998 April 24
April 24	Commissioner of Public Works and Traffic	Proposed 1998 Hot-in-Place Asphalt Recycling Programme	1998 April 24

3. CHIEF ADMINISTRATIVE OFFICER/
DIRECTOR OF PLANNING AND DEVELOPMENT

50 Charlton Avenue East/Corktown Neighbourhood
Application for a Certificate of Approval No. A650132 for a Waste Disposal Site (Incineration)/St. Joseph's Hospital

The Committee was in receipt of a report dated 1998 April 20 from the Director of Planning and Development and the Chief Administrative Officer respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not object to Certificate of Approval No. A650132 for St. Joseph's Hospital at No. 50 Charlton Avenue East, provided the following are undertaken:

(i) All environmental safeguards normally associated with the proposed activities are implemented and monitored to the satisfaction of the MOE; and,

(ii) That MOE Certificate of Approval No. A650132 contain a condition that states "The only bio-medical waste incinerated shall be generated from medical activities undertaken only at St. Joseph's Hospital"; and,

(b) That a copy of this report be forwarded to the MOE, West Central Branch for their consideration; and,

(c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(d) That the MOE, West Central Branch be requested to forward a copy of Certificate of Approval No. A650132 to the City of Hamilton.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **PUBLIC WORKS DIVISION**

Reconstruction of Roadway and Sidewalks on Castlefield Drive from House No. 39 southerly to Fernwood Crescent

The Committee was in receipt of a report dated 1998 April 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the City Engineer be authorized and directed to proceed with the reconstruction of the roadway and sidewalks on Castlefield Drive from No. 39 Castlefield Drive southerly to Fernwood Crescent; and,

(b) That the cost of this work estimated at $183,000 be charged to Account No. CF5200 529642001-1996 Roadway and Sidewalk Reconstruction Program.

(ii) **TRAFFIC DIVISION**

(a) **Process for the Sale of Surplus Municipal Parking Lots**

The Committee was in receipt of a report dated 1998 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Committee endorse the revised process for disposing of surplus municipal parking lots as follows:

(a) Staff review and recommendation based on revenue, expenses, proximity to other municipal parking lots, etc.; and,

(b) Real Estate Division is asked to circulate to other municipal departments and the Ward Aldermen for comments; and,

(c) Real Estate Division reports to the Transport and Environment Committee with a recommendation on whether or not to dispose of the municipal parking lot based on the comments received; and,

(d) City Council's decision on whether or not to dispose of the property.

(b) **Advertising Practices of the Parking Services Section**

The Committee was in receipt of a report dated 1998 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following considerable debate, the Committee approved that the report be tabled and referred to staff in order that procedures be developed for the Committees consideration, allowing for the continuation of the practice of providing parking services in exchange for soft services.

(c) **Request from The RoyalCrest lifeCare Group for Reserved Parking on Municipal Parking Facilities**

The Committee was in receipt of a report dated 1998 April 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following considerable discussion, the Committee agreed to amend the recommendation by deleting the words "and with an option in favour of the City to renew the agreement for a subsequent period of up to five years" in sub-section (a) and by adding the following sub-sections:

(c) That the aforesaid agreement include provisions whereby the City, at its discretion can adjust the location of the 40 parking spaces within these municipal lots as well as utilizing parking spaces at the municipal lot located at King William Street and Walnut Street; and,

(d) That the aforesaid agreement include an option in favour of The RoyalCrest LifeCare Group to renew the agreement for a subsequent period of up to five years for 20 parking spaces; and,

(e) That the aforesaid agreement include an option in favour of The City to renew the agreement for the same subsequent period of up to five years for 20 parking spaces; and,

Subsequently, the Committee approved the following recommendation as amended:

(a) That the City of Hamilton enter into an agreement satisfactory to the City Solicitor with The RoyalCrest LifeCare Group, for a period of not less than five years whereby parking sufficient for a total of 40 vehicles is reserved for the exclusive use of The RoyalCrest LifeCare Group at the Municipal Parking Facilities located at King and Jarvis Streets (20 spaces), Main Street and Ferguson Avenue (10 spaces), and King William and Wellington Streets (10 spaces); and,

(b) That the aforesaid agreement include provisions whereby the Parking Facilities, and the reserved spaces thereon, remain under the sole jurisdiction, management and control of the City, and requiring that RoyalCrest LifeCare Group purchase 40 parking permits each year, from the Department of Public Works and Traffic, at a rate which shall increase by not more than one dollar per permit for each successive year and which shall be $22 per permit, including Provincial Sales Tax and Goods and Services Tax, for the first year of the agreement; and,

(c) That the aforesaid agreement include provisions whereby the City, at its discretion can adjust the location of the 40 parking spaces within these municipal lots as well as utilizing parking spaces at the municipal lot located at King William Street and Walnut Street; and,

(d) That the aforesaid agreement include an option in favour of The RoyalCrest LifeCare Group to renew the agreement for a subsequent period of up to five years for 20 parking spaces; and,

(e) That the aforesaid agreement include an option in favour of The City to renew the agreement for the same subsequent period of up to five years for 20 parking spaces; and,

(f) That the Commissioner of Public Works and Traffic and the City Solicitor be directed to prepare and implement the subject agreement.

(d) **Rental of Bay-King Property for a Municipal Parking Lot**

The Committee was in receipt of a report dated 1998 April 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved that the item be tabled in order that further discussion take place respecting the interest in this lot indicated by HECFI.

(e) **Main Street West, south of Whitney Avenue**
School Crossing Guard

The Committee was in receipt of a report dated 1998 April 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman Kiss, the Committee agreed that the item be tabled in order that she meet with Home and School Association representatives.

iii. CITY ENGINEER

Sale of Closed Road Allowances to Region
Amendment to By-law No. 98-080

The Committee was in receipt of a report dated 1998 April 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That By-law No. 98-080 enacted on 1998 March 10 to authorize sale to the Region of several closed City highways, including a portion of Hixon Street (Part 1, Plan 62R-11546), be amended by deleting from the highways to be sold, the said portion of Hixon Street; and,

(b) That the draft By-law to amend By-law No. 98-080 in accordance with the foregoing be introduced and approved; and,

(c) That the Region's request, (as Purchaser, pursuant to section 7(c) of the Region's 1997 November 11 Offer To Purchase), to complete the Red Hill land sales in several phases, be approved with respect to the lands and former roads (except the said Hixon Street); and,

(d) That following the completion of the City's Red Hill land sales to the Region, that the Senior Director, Roads Division, be directed to report to the Transport and Environment Committee on how Hixon Street may be divided up pursuant to which this Street may also be offered by the City for sale subject to and in accordance with the rights of abutting owners to purchase same pursuant to the Municipal Act.

5. OTHER BUSINESS

Regional Clerk - Transportation Services Committee

Employee Trip Reduction Plan

The Committee was in receipt of correspondence dated 1998 March 12 from the Regional Clerk's Office respecting the subject matter.

The Committee approved that the item be tabled and referred to the Corporate Management Team for their comments.

6. PRIVATE AND CONFIDENTIAL AGENDA

CITY CLERK

The Committee moved In-Camera to discuss a Real Estate issue of a private and confidential nature. The Committee moved Out-of-Camera and approved the following recommendation:

(a) (i) That the lands forming part of the unopened road allowance of part of Dulgaren Street from the east limit of Eaglewood Drive, easterly for 31 metres, being Parts 2, 3 and 4, Plan 62R-14087, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049; and,

(ii) That the Real Estate Division, City Clerk's Department be authorized and directed to sell the subject property in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That an Offer to Purchase (Highway Closure) the unopened road allowance of part of Dulgaren Street for the price of $24,750, executed by Harp Homes Inc. (A. Modica, Director and A. Falasca, Secretary), dated 1998 March 30, be accepted. The said transaction is scheduled to close on 1998 July 14. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the required deposit cheque in the amount of $2,475 be held by the City Treasurer pending Council approval; and,

(iii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Highway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act; and,

(c) (i) That the City Engineer be directed to prepare a by-law for the sale of the closed road to the abutting owner; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 May 4th

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 1
File No. TEC-141-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 2 Southview Place - Request to Rescind the By-law Entry for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing by-law entry allowing for a "Permit Parking" regulation on the south side of Paul Street commencing at a point 36 feet west of Southview Place and extending to a point 22 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

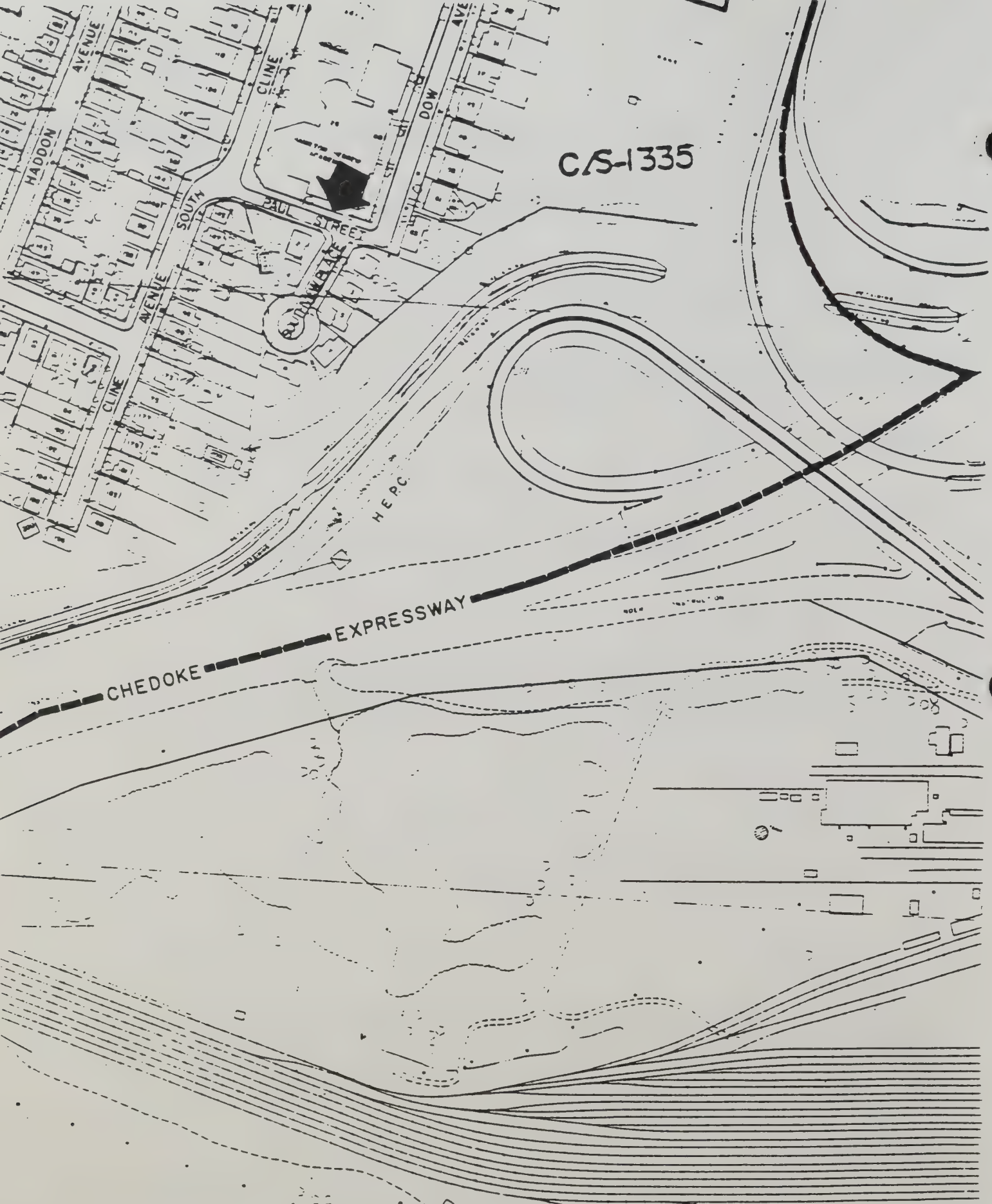
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council at its meeting on 1998 April 14, approved a request from Mrs. Goodman, 2 Southview Place, to implement a reserved "Permit Parking" space on the south side of Paul, adjacent to her home. Staff has since been advised by Mrs. Goodman that she is moving and no longer requires the designated space. Therefore, it would be appropriate to rescind the entry from the by-law as the subject signs have not been installed.

CVB/MBH/kag


CS-1335
HADDON AVENUE
CLINE AVENUE
SOUTH
PAUL STREET
HEPC
CHEDOKE EXPRESSWAY

2(BXiX(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 1
File No. TEC-142-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 46 Mars Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Mars Avenue commencing at a point 107 feet east of Douglas Street and extending to a point 19 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

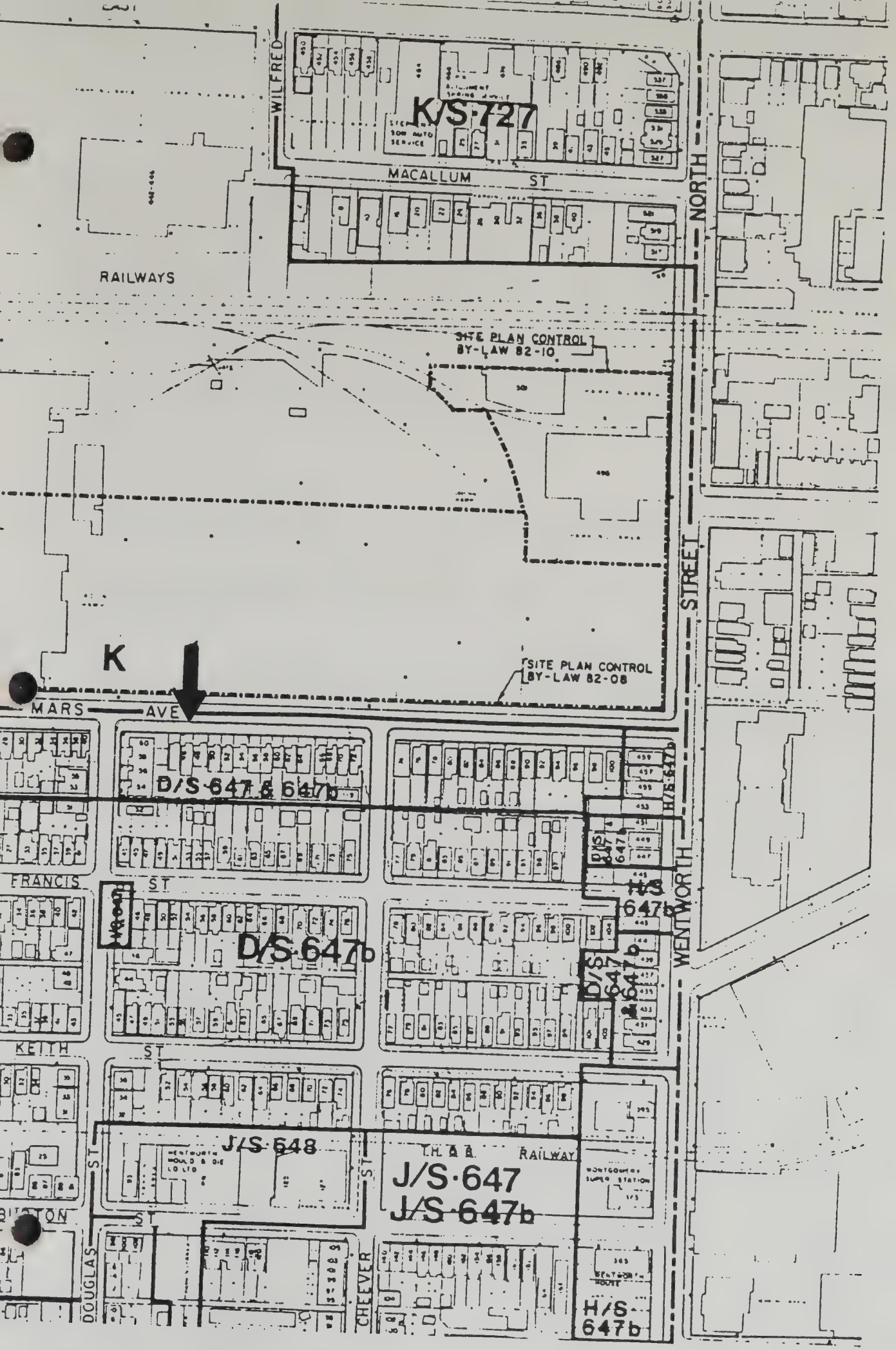
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Roy Roussel, 46 Mars Avenue, that the existing "Permit Parking" regulation on the south side of the street in front of his home be removed since he is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the south side of the street.

CVB/MBH/kag


K/S-727
WILFRED
MACALLUM ST
NORTH
RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
STREET
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
H/S 647b
FRANCIS ST
D/S-647b
D/S 647
H/S 647b
WENTWORTH
KEITH ST
J/S-648
T.H. & B. RAILWAY
J/S-647
J/S-647b
BURTON ST
DOUGLAS ST
CHEEVER ST
H/S-647b

2(BXi)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 04
File No. TEC-143-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 146 Picton Street East- Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East commencing at a point 286 feet east of Mary Street and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Dwayne Smith, No. 146 Picton Street East.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

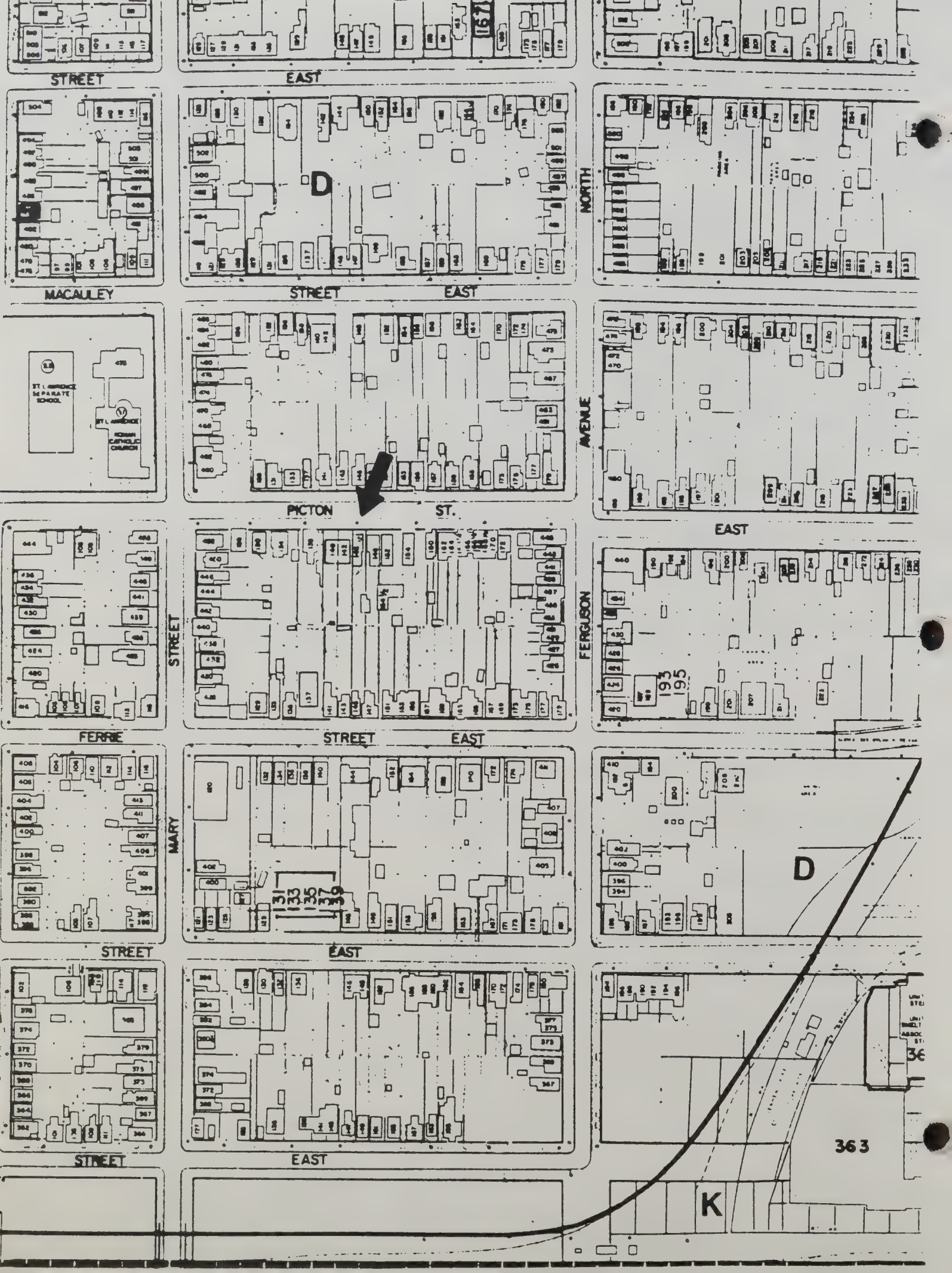
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Dwayne Smith, 146 Picton Street East, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of his home, since he is disabled and does not have access to off-street parking.

Picton has a 30 foot pavement width and, at present, both sides of the street in this area are unregulated. Staff has confirmed that Mr. Smith meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

MBH


STREET
EAST
MACAULEY
STREET
EAST
D
NORTH
AVENUE
EAST
PICTON
ST.
FERGUSON
FERRIE
STREET
EAST
193
195
MARY
STREET
EAST
131
133
135
137
139
D
STREET
EAST
363
K

2(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 14
File No. TEC-148-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 7 Land Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Land Street commencing at a point 82 feet east of Wentworth Street North and extending to a point 19 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. David Byron, No. 7 Land Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. David Byron, 7 Land Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of his home, since he is disabled.

Land has a 24-foot pavement width and, at present, there is a full-time "No Parking" regulation on the south side of the street and unrestricted parking on the north side of the street, in this area. Staff has confirmed that Mr. Byron meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB MH
CVB/MBH

SHIP ST
MATCH LINE
K
LAND
STREET
NIAGARA ST
HILLYARD ST
INTERNATIONAL HARVESTER CO. OF CANADA, LTD
DRILL PLANT
K/S 727
BURLINGTON
NORTH ST
K

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 15
File No. TEC-149-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Lottridge Street between Barton Street East and Edward Street - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Lottridge Street between Barton Street East and Edward Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

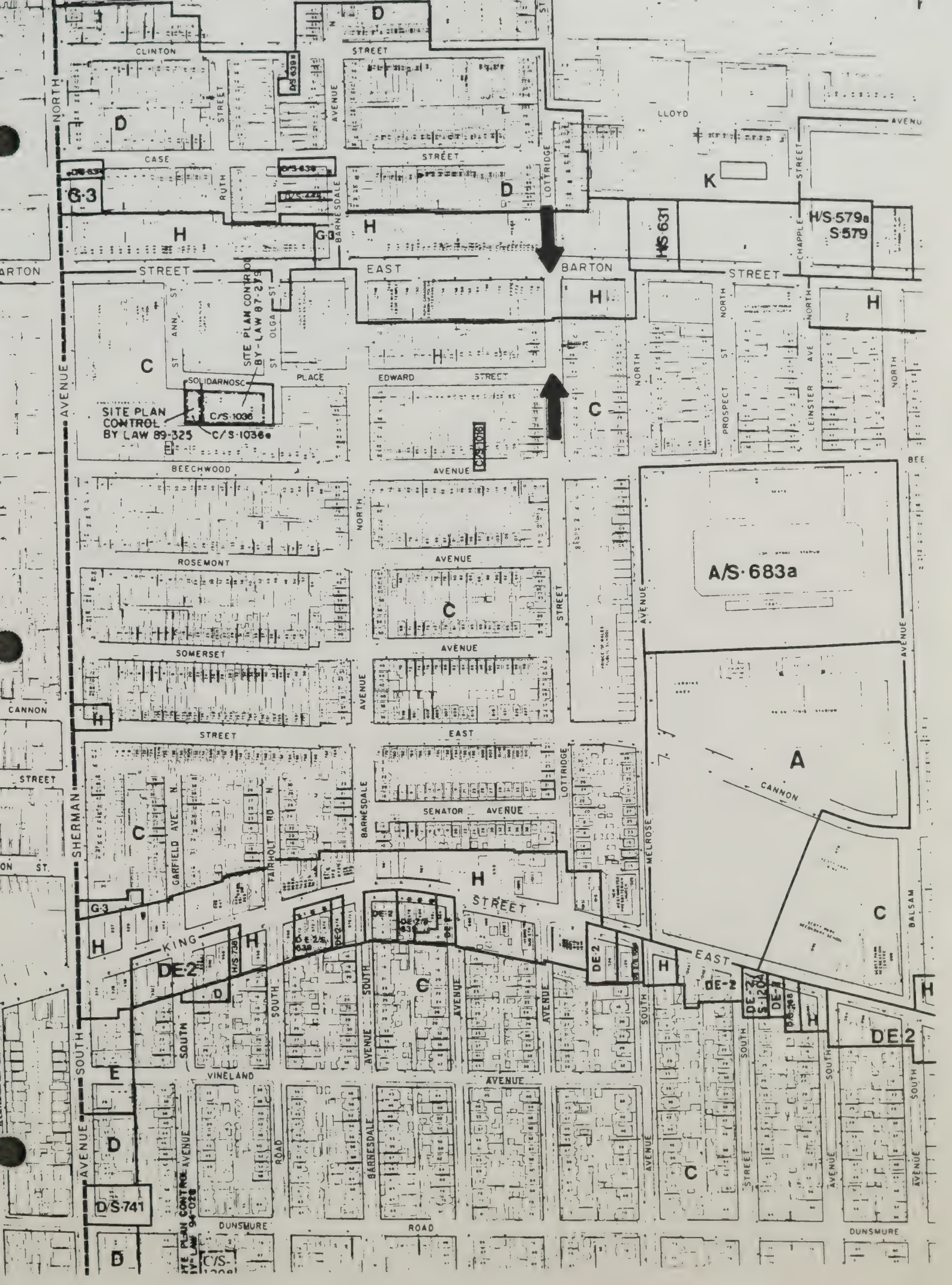
BACKGROUND:

Staff has received a petition signed by representatives of eight of the eleven residential properties abutting Lottridge between Barton and Edward requesting that a "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of the street in this block. All eight of the petitioners are in favour of the requested regulation.

Lottridge has a 32-foot pavement width, and presently, there is a "No Parking" regulation on the east side and a part-time parking prohibition to facilitate street maintenance operations on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and customers from area

businesses. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kag


CLINTON STREET
NORTH
CASE STREET
RUTH
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE STREET
H/S-579a
S-579
H/S-631
BARTON STREET EAST
BARTON STREET
ANN ST
OLGA ST
SITE PLAN CONTROL BY-LAW 87-279
SOLIDARNOSC PLACE
SITE PLAN CONTROL BY LAW 89-325
C/S-1036
C/S-1036a
EDWARD STREET
C/S-1036b
PROSPECT ST NORTH
LEINSTER AVE NORTH
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
CANNON STREET EAST
A/S-683a
MELROSE AVENUE
SHERMAN AVENUE NORTH
GARFIELD AVE N.
FAIRHOLT RD N.
SENATOR AVENUE
CANNON
BALSAM
KING STREET EAST
H/S-730
VINELAND AVENUE
BARNESDALE AVENUE SOUTH
D/S-741
DUNSMURE ROAD

2(B)(i)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 15
File No. TEC-151-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cranbrook Drive between Greendale Drive and Garrow Drive - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Cranbrook Drive between Greendale Drive and Garrow Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

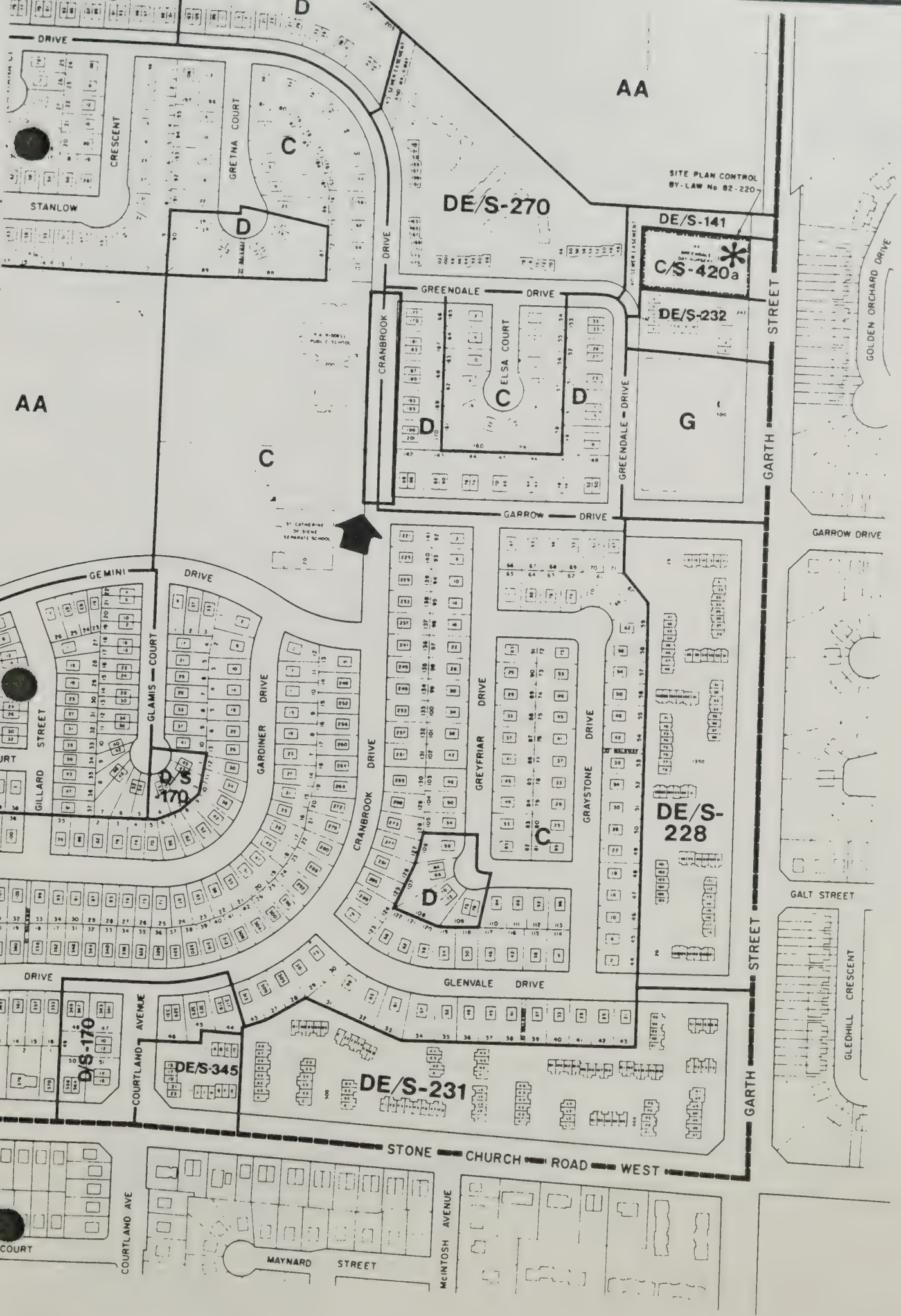
BACKGROUND:

Staff has received a petition signed by representatives of nine of the eleven residential properties abutting Cranbrook between Greendale and Garrow requesting that a "One Hour Parking Time Limit, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All nine of the petitioners are in favour of the requested regulation.

Cranbrook has a 28-foot pavement width, and presently, there is unrestricted parking on the east side and a full-time "No Parking" on the west side of the street, as well as a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" and a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation directly in front of R.A. Riddell Public School. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by teachers of R. A. Riddell Public School.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.(plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 82 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kag


DRIVE
CRESCENT
STANLOW
GRETNA COURT
C
D
AA
DE/S-270
SITE PLAN CONTROL
BY-LAW No 82-220
DE/S-141
C/S-420a
DE/S-232
GREENDALE DRIVE
CRANBROOK DRIVE
ELSA COURT
GREENDALE DRIVE
GARTH STREET
G
GOLDEN ORCHARD DRIVE
GARROW DRIVE
GEMINI DRIVE
GLAMIS COURT
GARDINER DRIVE
GILLARD STREET
D/S 170
CRANBROOK DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
DE/S-228
GALT STREET
GLENVALE DRIVE
GLEDHILL CRESCENT
D/S-170
COURTLAND AVENUE
DE/S-345
DE/S-231
STONE CHURCH ROAD WEST
MAYNARD STREET
McINTOSH AVENUE

2(BXi)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-152-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 36 Douglas Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Douglas Street commencing at a point 25 feet south of Keith Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Alice Thibeault, 36 Douglas Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

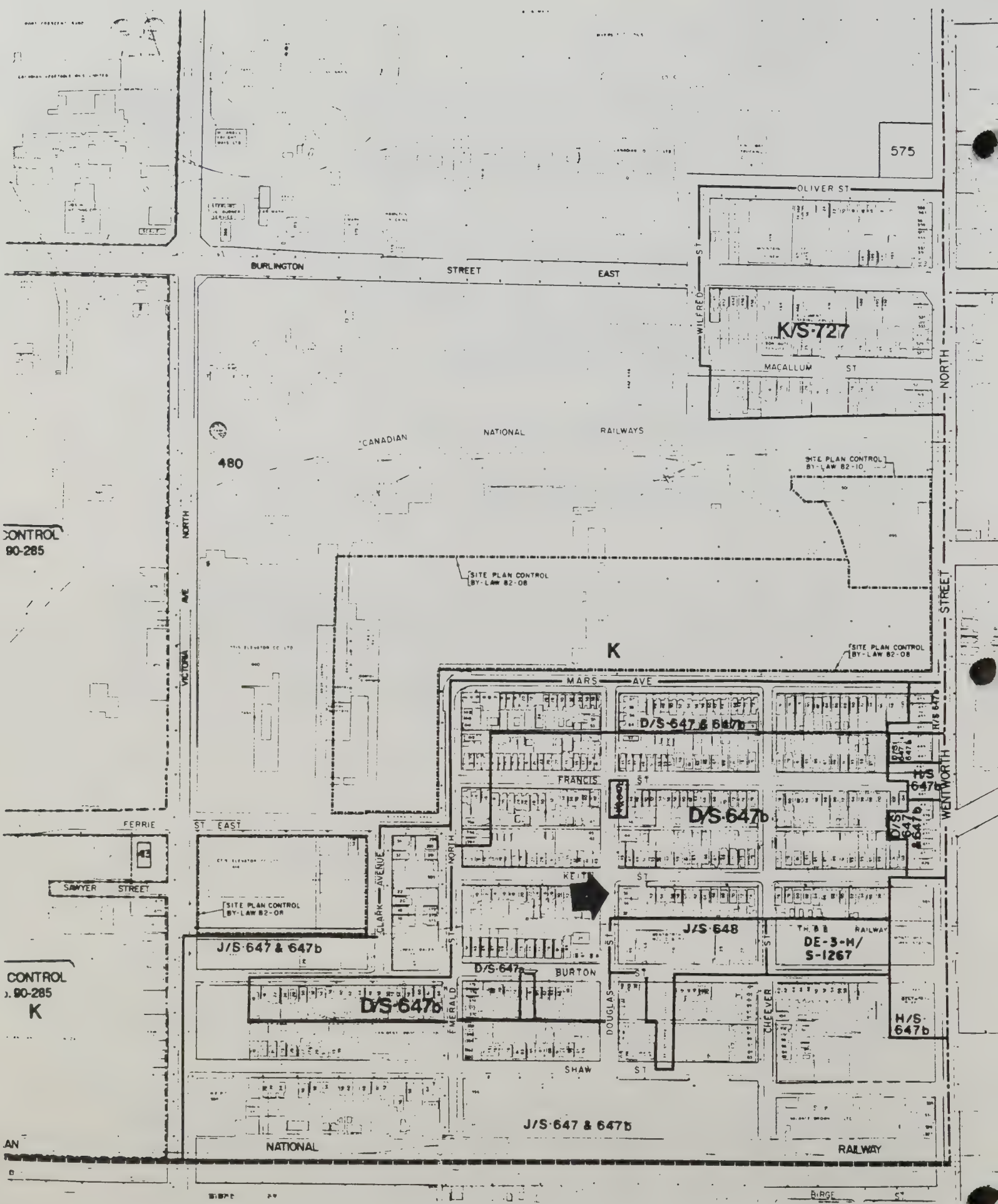
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Alice Thibeault, 36 Douglas Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her home since she is disabled.

Douglas has a 24-foot pavement width, and presently, there is a "No Stopping" regulation on the west side and unrestricted parking on the east side of the street in this area. Staff has confirmed that Mrs. Thibeault meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
480
SITE PLAN CONTROL BY-LAW 82-10
CONTROL 90-285
NORTH VICTORIA AVE
SITE PLAN CONTROL BY-LAW 82-08
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
WENTWORTH STREET
FERRIE ST EAST
SAWYER STREET
SITE PLAN CONTROL BY-LAW 82-08
CLARK AVENUE
NORTH ST
KEITH ST
J/S-647 & 647b
J/S-648
T.H.&B. RAILWAY
DE-3-H/ S-1267
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
H/S 647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(BX i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-153-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 63 Francis Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 175 feet west of Cheever Street and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Dorothy Brimner, No. 63 Francis Street.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

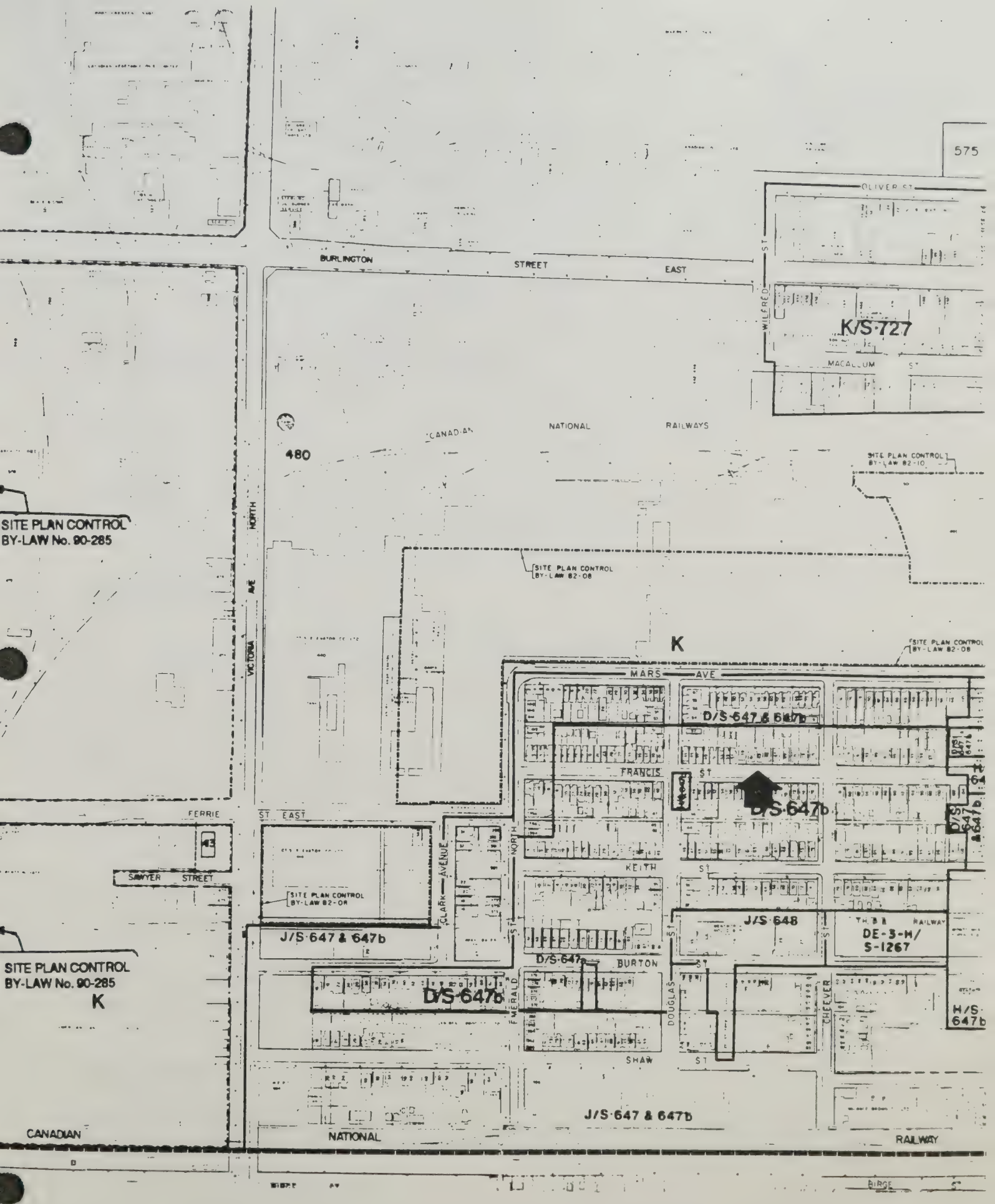
Staff has received a request from Ms. Dorothy Brimner, 63 Francis Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her home since she is disabled.

Francis has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-

round basis. However, Ms. Brimner has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the north side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. Brimner meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
CANADIAN NATIONAL RAILWAYS
480
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW No. 90-285
VICTORIA AVE NORTH
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
FERRIE ST EAST
SAWYER STREET
SITE PLAN CONTROL BY-LAW 82-08
CLARK AVENUE NORTH
KEITH ST
J/S-647 & 647b
J/S-648
T.H.B. RAILWAY
DE-3-H/ S-1267
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
H/S 647b
SHAW ST
SITE PLAN CONTROL BY-LAW No. 90-285
K
J/S-647 & 647b
CANADIAN NATIONAL RAILWAY
BIRGE

2(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-154-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 184 Homewood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Homewood Avenue commencing at a point 410 feet east of Dundurn Street South and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Phyllis Bendig, No. 184 Homewood Avenue.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

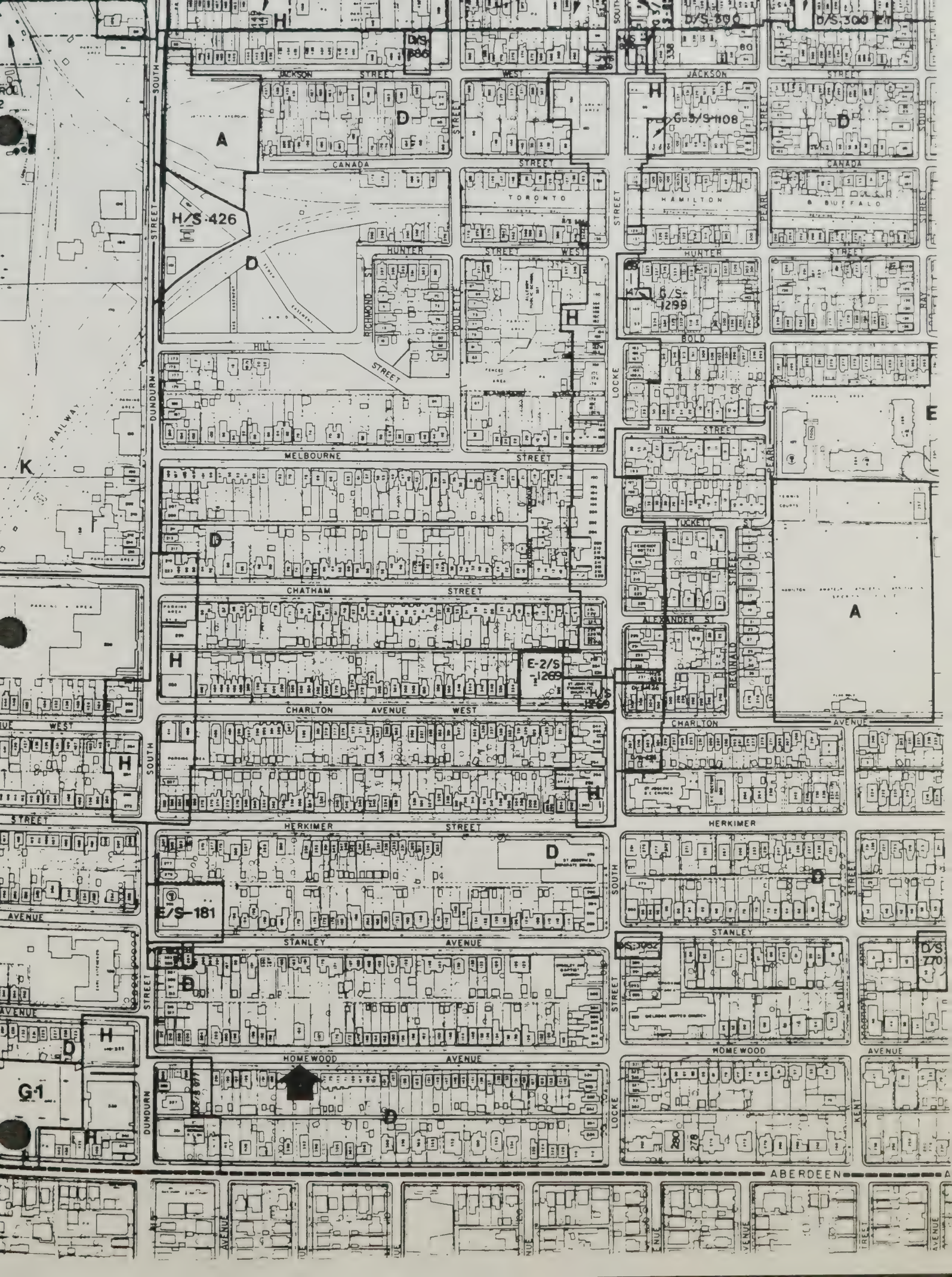
BACKGROUND:

Staff has received a request from Mrs. Phyllis Bendig, 184 Homewood Avenue, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her home since she is disabled.

Homewood has a 25-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mrs. Bendig has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the north side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mrs. Bendig meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


JACKSON STREET
CANADA
HUNTER STREET
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN
DUNDURN STREET SOUTH
RAILWAY
RICHMOND ST
POULETTE
TORONTO
HAMILTON
BUFFALO
BOLD
PINE STREET
YUCKET
ALEXANDER ST
REGINALD
PEARL
LOCKE STREET SOUTH
KENT
H/S-426
E-2/S-1269
E/S-181
D/S-1108
D/S-1299
D/S-300
D/S-770
G-1

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-155-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Both sides Jameston Avenue, west of Upper James Street - Parking Regulations

RECOMMENDATION:

That a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Jameston Avenue, commencing at Upper James Street and extending to a point 270 feet westerly therefrom, and on the south side of Jameston Avenue, commencing at Upper James Street and extending to a point 227 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

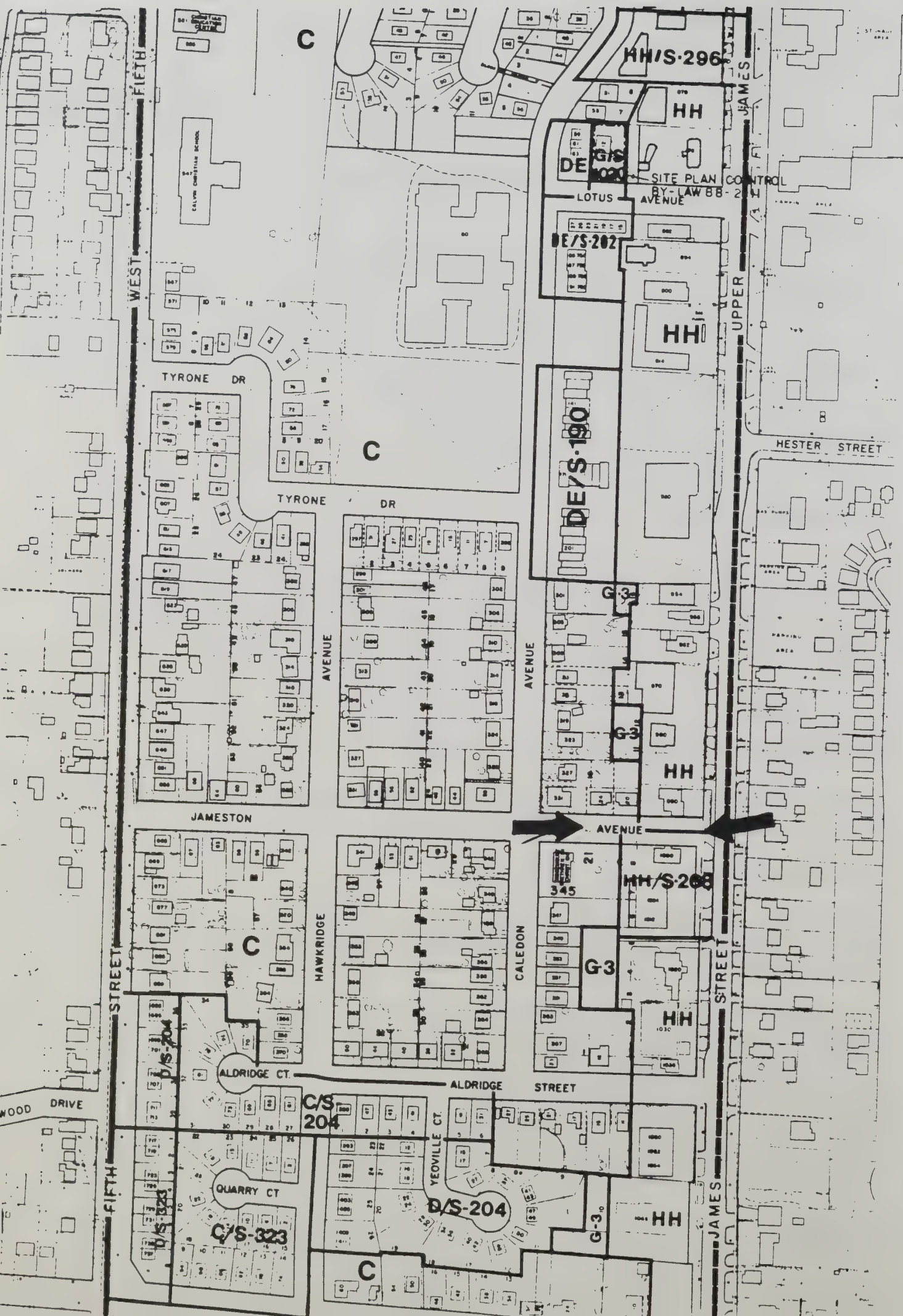
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Arthur Weisz, of The Effort Trust Company, that a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Jameston, west of Upper James, to facilitate truck access to No. 1000-1004 Upper James Street.

Jameston has a 28 foot pavement width and, at present, parking is unrestricted on both sides of the street in this area. Staff has confirmed that parked vehicles on both sides of the street in this area do, in fact, obstruct turning movements to some degree and, therefore, concurs with the request. The implementation of the requested regulation will result in the loss of 11 on-street parking spaces. However, since there is substantial off-street parking available to both area residents and local businesses, and since the applicant has agreed to limit the hours of the requested regulation such that parking will be available on weekday evenings and all day on weekends, staff does not anticipate any parking difficulties for area residents.

CVB/MBH


C
HH/S-296
HH
DE
G/S
SITE PLAN CONTROL
BY-LAW 88-2
LOTUS AVENUE
DE/S-202
HH
C
DE/S-190
HESTER STREET
TYRONE DR
TYRONE DR
G-3
AVENUE
AVENUE
G-3
HH
JAMESTON AVENUE
HH/S-266
345
21
C
G-3
HH
HAWKRIDGE
CALEDON
STREET
STREET
D/S-204
ALDRIDGE CT.
ALDRIDGE STREET
C/S 204
YEOVILLE CT.
QUARRY CT
D/S-204
D/S-323
C/S-323
G-3
HH
C
FIFTH
JAMES
WEST
UPPER

2(BX i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-157-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wheelchair Loading Zone on High Street adjacent to Sherwood Heights School

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of High Street commencing at a point 65 feet north of the north curb line of Sherwood Rise and extending 52 feet northerly, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Sherwood Heights School has requested that a "Wheelchair Loading Zone" be provided on High Street. The school does not have any off-street parking facilities where this type of activity is normally undertaken. There are several "special needs" or disabled children who attend this school and in order to provide adequate curb side space for these vehicles in close proximity to the front doors of the school, the Principal has requested that a "Wheelchair Loading Zone" be installed.

The most appropriate location for the "Wheelchair Loading Zone" is where there currently is a "School Bus Loading Zone" which is in effect from 11:00 a.m. to 2:00 p.m., Monday to Friday". The "Wheelchair Loading Zone" would be in effect outside of these hours. According to the Principal, the need for the "Wheelchair Loading Zone" is during times when the "School Bus Loading Zone" is not in effect, therefore to maximize the available curb side space, staff concurs with the request.

TA/MBH/kag


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
ACCESS
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
PINEHURST DRIVE
PRINCETON DRIVE
COMPTON PLACE
HIGH STREET
EAST SHERWOOD RISE
FENNELL AVENUE EAST
HARVARD CRESCENT
UPPER KENILWORTH AVE.
KING'S FOREST PARK
B
B-1
B/S-1055
C
A
E/S-2
E-2/S-3

2(BXiXL)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-158-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side Montmorency Drive, south of Haskins Court - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Montmorency Drive, commencing at a point 79 feet south of Haskins Court and extending to a point 38 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

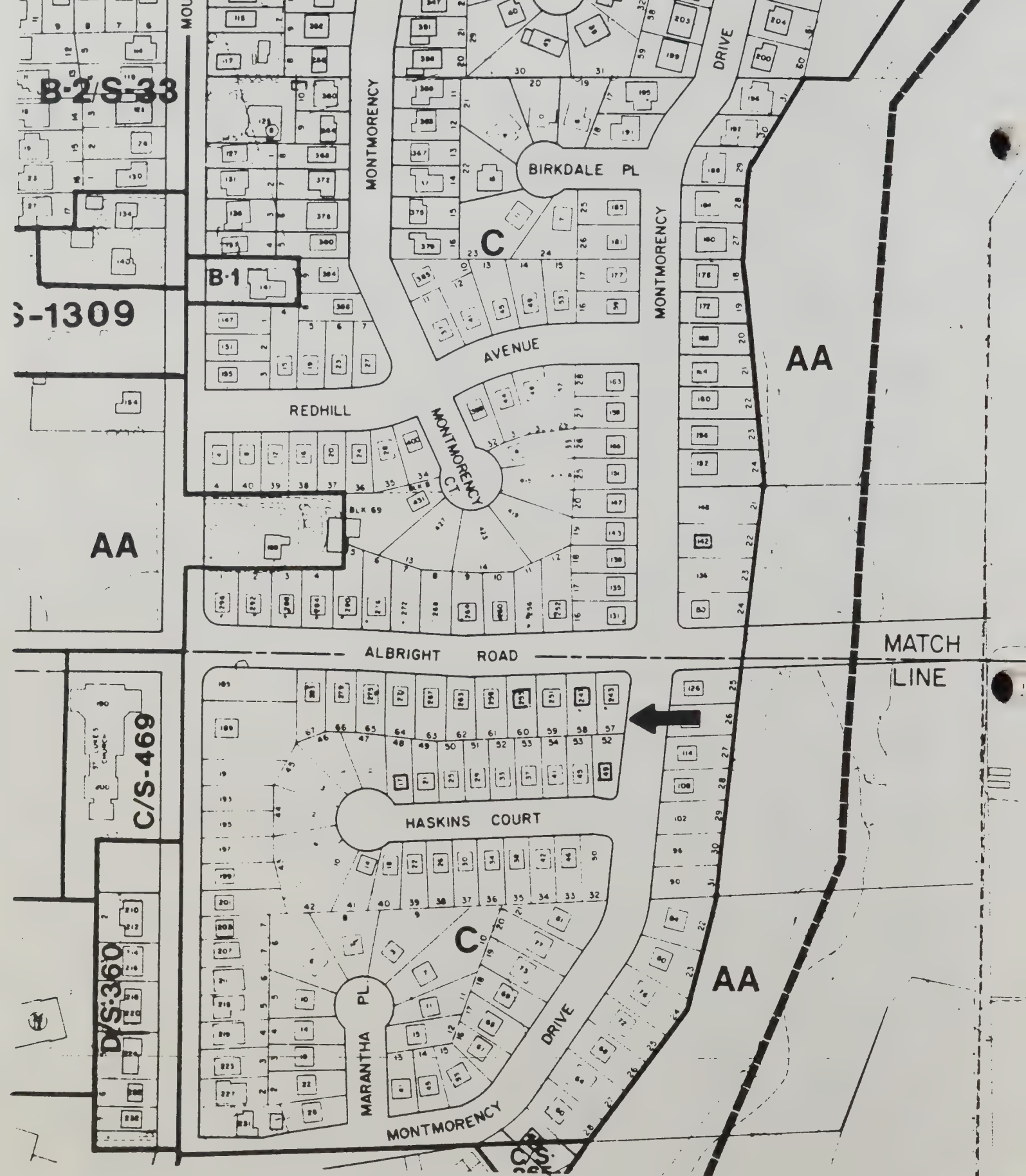
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Mario Zitella, 50 Haskins Court, that a "No Parking" regulation be implemented on the west side of Montmorency Drive, south of Haskins Court and adjacent to the "Super Mail Boxes", to provide access for mail pick-up.

Montmorency has a 28 foot pavement width and, at present, there is an "Alternate Side Parking" regulation on the street in this vicinity. Staff has confirmed that parked vehicles in this area do obstruct access to the "Super Mail Box" and, therefore, concurs with the request. The implementation of the requested regulation will result in the loss of two on-street parking spaces, which would otherwise be available from the 16th day to the end of each month, from April to November. However, since parking is permitted on the east side of the street from the 1st day to the 15th day of each month from April to November, and for every day of the month from December to March, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH


B-2/S-33
S-1309
B-1
C
BIRKDALE PL
MONTMORENCY
DRIVE
AVENUE
REDHILL
MONTMORENCY CT
BLK 69
AA
ALBRIGHT ROAD
MATCH LINE
C/S-469
D/S-360
HASKINS COURT
MARANTHA PL
MONTMORENCY DRIVE

2(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 1
File No. TEC-160-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 21 Vansitmart Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Vansitmart Avenue commencing at a point 230 feet west of Harmony Avenue and extending to a point 22 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Audra Barnes, 21 Vansitmart Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

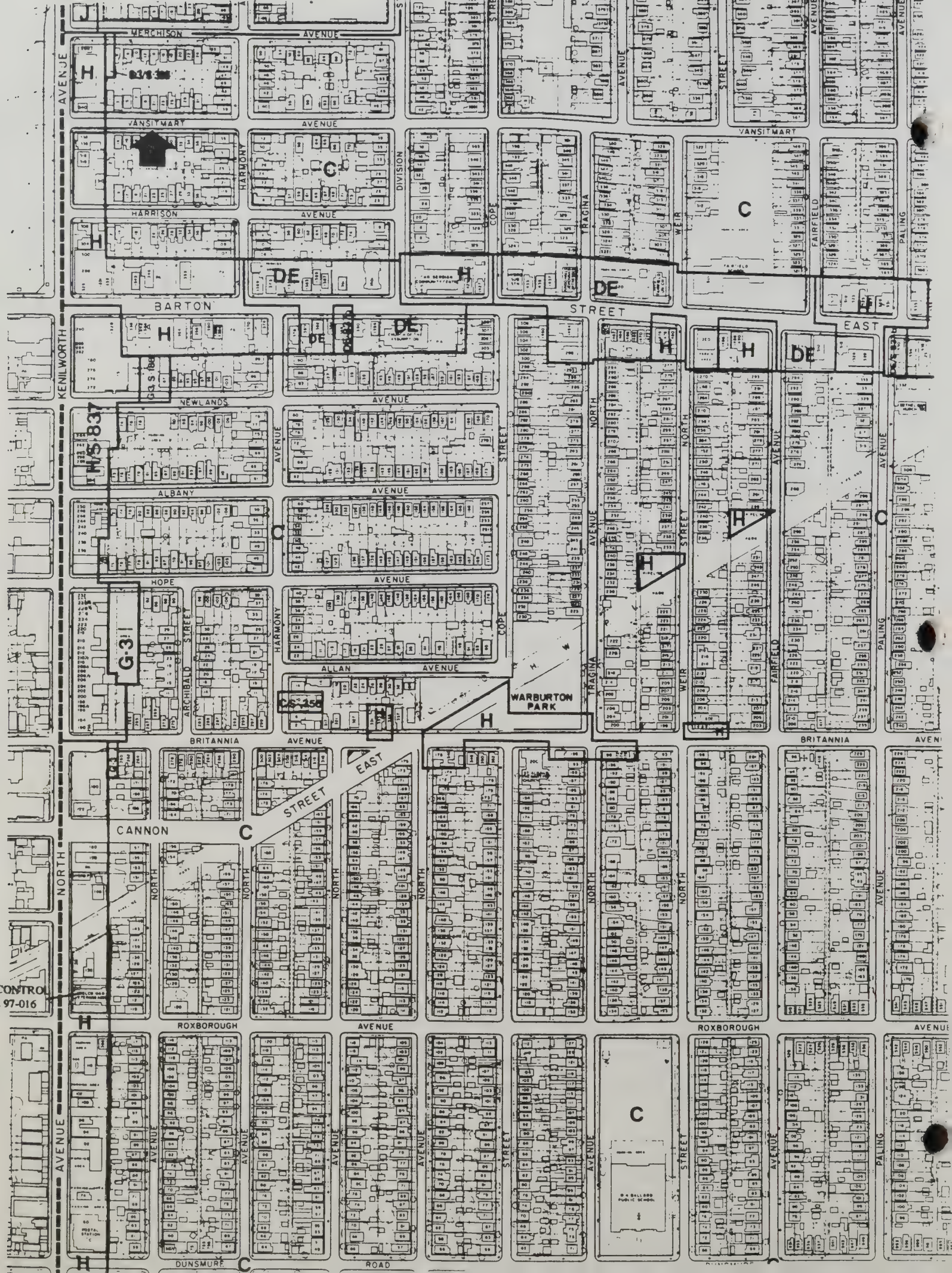
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Audra Barnes, 21 Vansitmart Avenue, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of her home since her daughter is disabled.

Vansitmart has a 28-foot pavement width, and presently, there is unrestricted parking on the north side and a full-time "No Parking" regulation on the south side of the street in this block. Staff has confirmed that Ms. Barnes meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


MERCHISON
AVENUE
VANSITMART
HARRISON
AVENUE
BARTON
STREET
EAST
KENILWORTH
AVENUE
NEWLANDS
AVENUE
ALBANY
AVENUE
HOPE
AVENUE
ALLAN
AVENUE
BRITANNIA
AVENUE
CANNON
STREET
EAST
NORTH
ROXBOROUGH
AVENUE
DUNSMURE
ROAD
HARMONY
DIVISION
CODE
TRAGINA
WEIR
FAIRFIELD
PALING
ARCHIBALD
STREET
WARBURTON
PARK
G-31
HS 837
CONTROL
97-016

2(BXiXn)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 1
File No. TEC-161-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 11 Ferndale Avenue - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a fulltime "Wheelchair Loading Zone" regulation be implemented on the east side of Ferndale Avenue commencing at a point 121 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

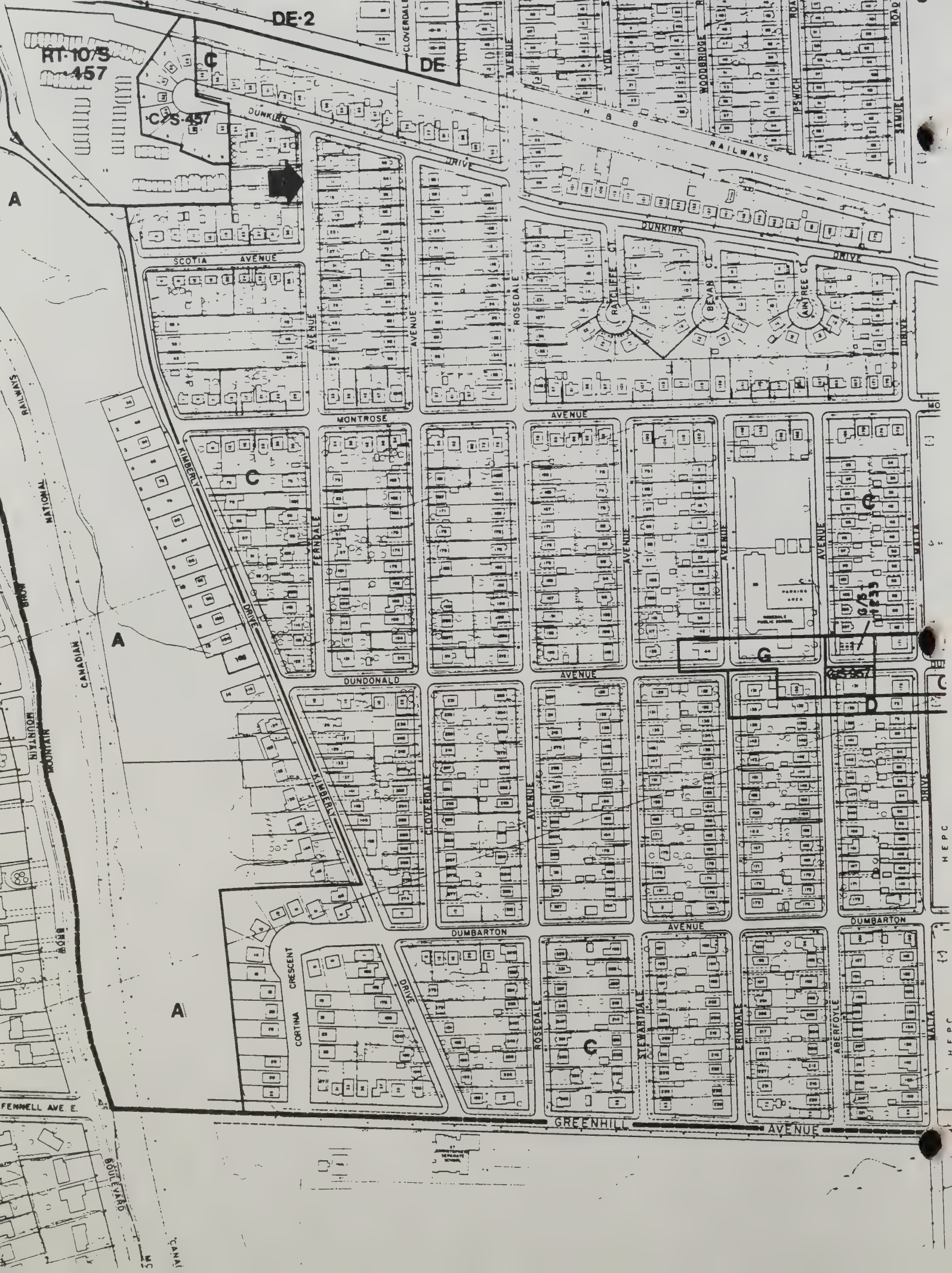
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Griffin, 11 Ferndale Avenue, that a fulltime "Wheelchair Loading Zone" regulation be implemented on the east side of Ferndale in front of her home as she requires the use of Darts vehicles.

Ferndale has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Mrs. Griffin's home from the 16th to the last day of each month, April to November, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kag


DE-2
RT-10/S-457
C/S-457
DE
C
A
G
D
DUNKIRK DRIVE
SCOTIA AVENUE
ROSEDALE AVENUE
RATCLIFFE CT.
BEVAN CT.
AINTREE CT.
MONTROSE AVENUE
KIMBERLY DRIVE
FERNDALE AVENUE
DUNDONALD AVENUE
CLOVERDALE AVENUE
DUMBARTON AVENUE
CORTINA CRESCENT
STEWARTDALE DRIVE
ERINDALE AVENUE
ABERFOYLE DRIVE
GREENHILL AVENUE
FENNELL AVE. E.
HWY
CANADIAN NATIONAL RAILWAYS
HAMILTON MOUNTAIN
HEPC
MALTA

2(BXiXo)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-168-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 50 Somerset Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Somerset Avenue commencing at a point 139 feet west of Barnesdale Avenue North and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

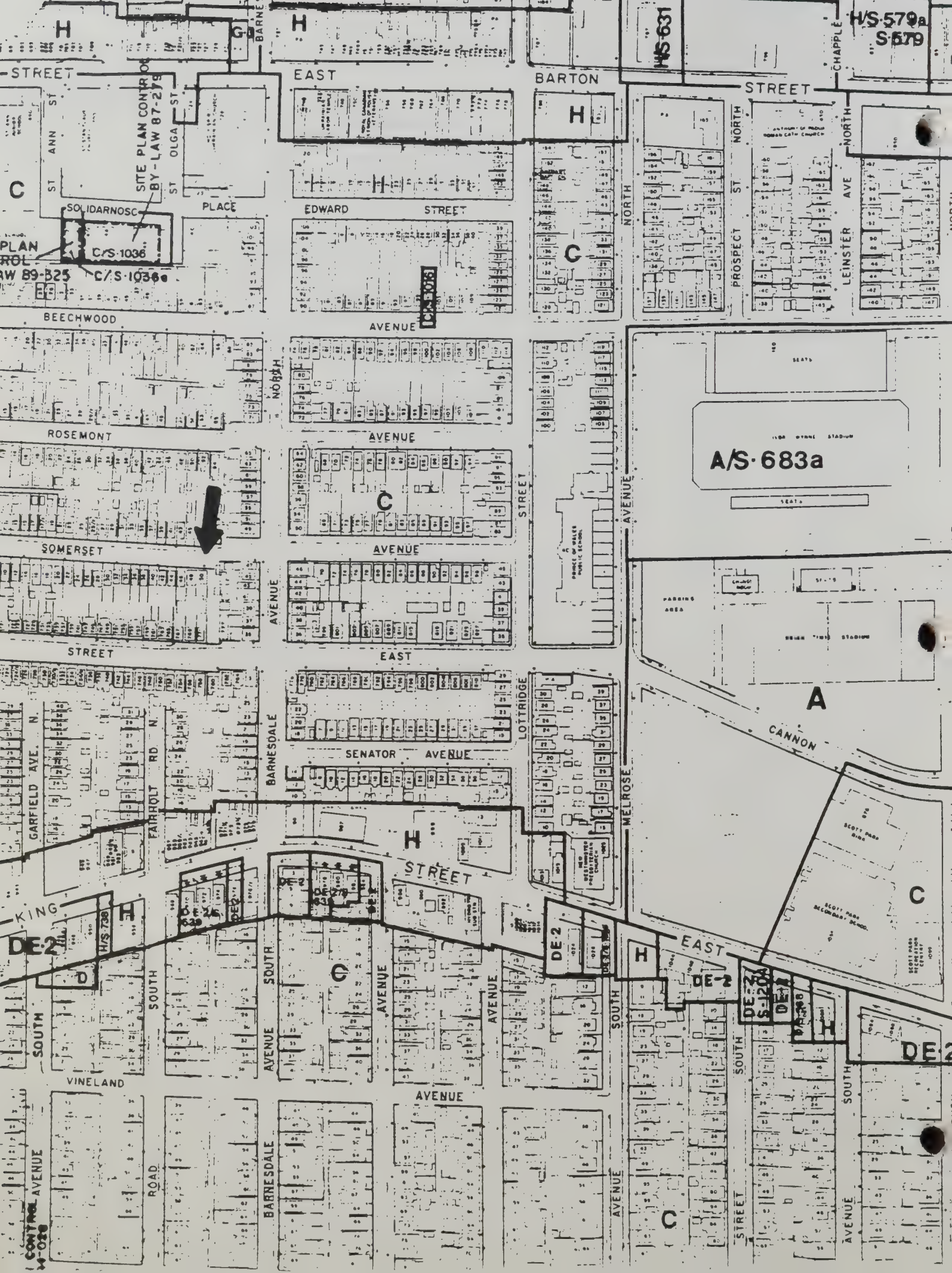
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Gail Quinn, 50 Somerset Avenue, that the existing "Permit Parking" regulation on the south side of the street directly in front of her home be removed since she is moving. Therefore, it would be appropriate to remove the subject signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the south side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kag


H
STREET
EAST
BARTON
STREET
H/S-631
H/S-579a
S-579
CHAPPLE
ANN ST
OLGA ST
SITE PLAN CONTROL BY-LAW 87-279
C
SOLIDARNOSC
PLACE
EDWARD
STREET
C/S-1036
C/S-1036a
PLAN
ROL
AW 89-325
BEECHWOOD
AVENUE
DE-3
NORTH
PROSPECT ST
LEINSTER AVE
NORTH
ROSEMONT
AVENUE
A/S-683a
SOMERSET
AVENUE
STREET
AVENUE
STREET
EAST
A
CANNON
SENATOR
AVENUE
LOTTRIDGE
MELROSE
GARFIELD AVE. N.
FAIRHOLT RD N.
BARNESDALE
H
STREET
KING
DE-2
H/S-730
SOUTH
AVENUE
AVENUE
AVENUE
SOUTH
EAST
DE-2
DE-2
S-1204
SOUTH
VINELAND
AVENUE
ROAD
BARNESDALE
AVENUE
STREET
AVENUE
SOUTH
C

CITY OF HAMILTON

- RECOMMENDATION -

2(BX(i)(P)

DATE: 1998 June 9
File No. TEC-169-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 9 East 22nd Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of East 22nd Street commencing at a point 216 feet south of Concession Street and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Kelly Ann Barker, 9 East 22nd Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

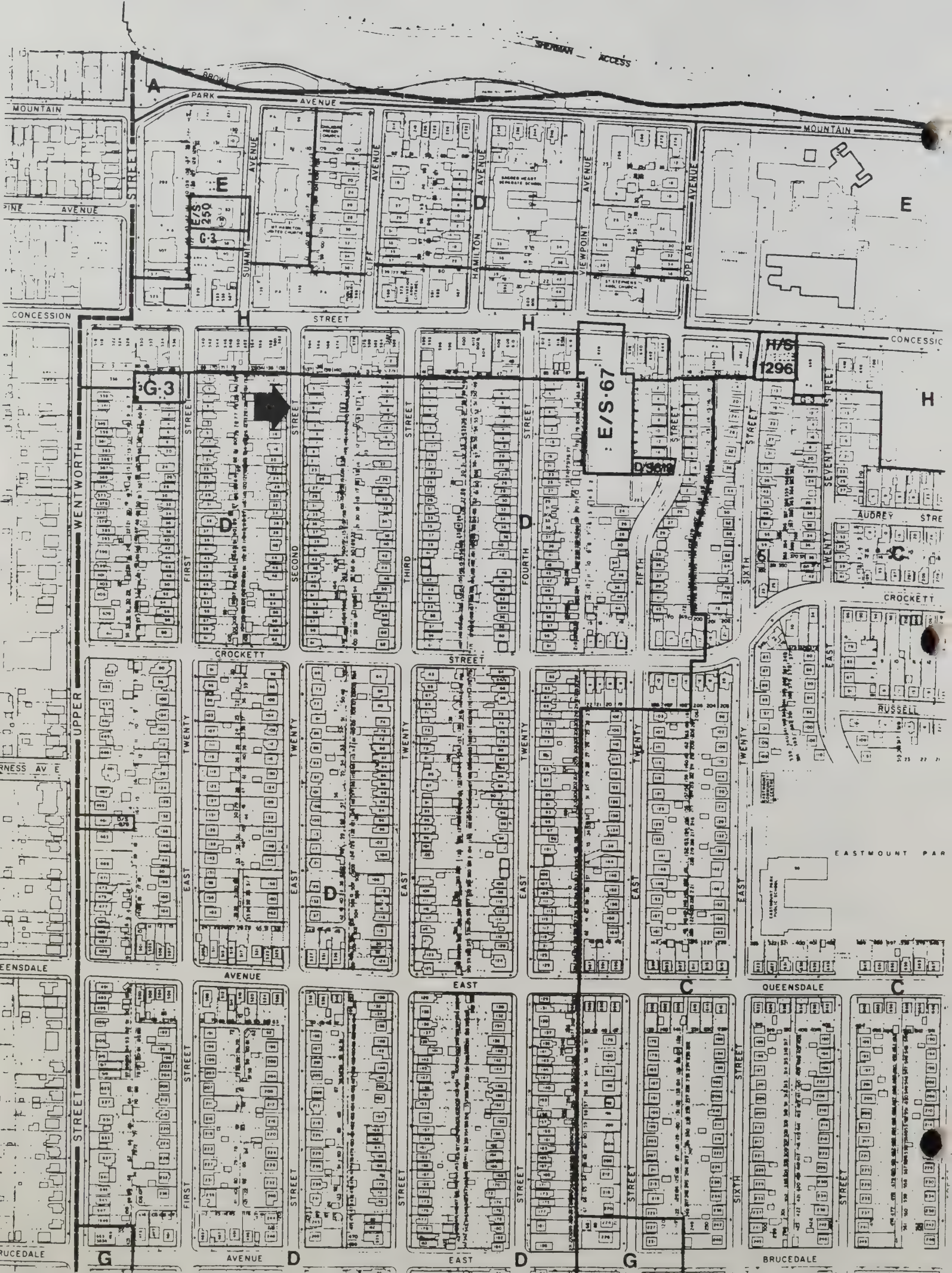
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Kelly Ann Barker, 9 East 22nd Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her home since she is disabled.

East 22nd has a 30-foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation on both sides of the street in this block. Staff has confirmed that Ms. Barker meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


MOUNTAIN
PARK AVENUE
MOUNTAIN
STREET
AVENUE
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
CONCESSION
STREET
E/S 250
G-3
E/S·67'
H/S 1296
WENTWORTH
UPPER
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
AUDREY
CROCKETT
STREET
RUSSELL
EAST
TWENTY
AVENUE
EAST
QUEENSDALE
BRUCEDALE
EASTMOUNT PAR
A
C
D
E
G
H

2(BXiXq)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-170-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 12 Arthur Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Arthur Avenue North commencing at a point 120 feet north of King Street East and extending to a point 18 feet northerly therefrom, and on the west side of Arthur Avenue North commencing at a point 116 feet north of King Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Raymond Frazer, 12 Arthur Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

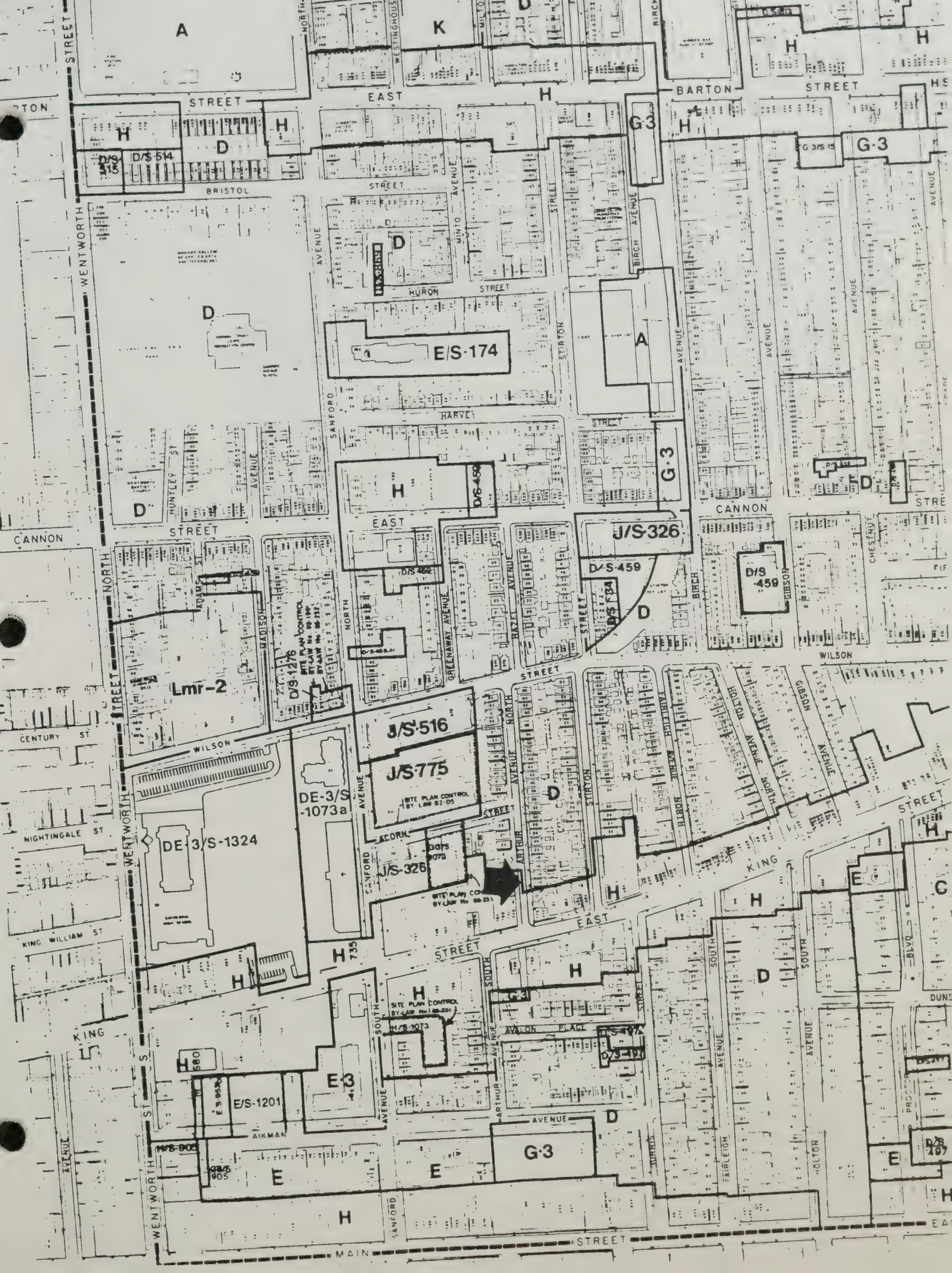
BACKGROUND:

Staff has received a request from Mr. Raymond Frazer, 12 Arthur Avenue North, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

Arthur has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised that Mr. Herman Ciartullo, President of Donnici Social Club, 675 King Street East, supports the implementation of a reserved "Permit Parking" space adjacent to the social club for use by Mr. Frazer.

Staff has confirmed that Mr. Frazer meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


WENTWORTH STREET
EAST BARTON STREET
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
WILSON STREET
KING STREET
MAIN STREET
NORTH SANFORD AVENUE
SANFORD AVENUE
BIRCH AVENUE
MINTO AVENUE
HUNTLEY ST
EVANS ST
MADISON AVENUE
GREENAWAY AVENUE
CENTURY ST
NIGHTINGALE ST
KING WILLIAM ST
ACORN AVENUE
ARTHUR AVENUE
AVALON PLACE
AIKMAN AVENUE
FAIRLEIGH AVENUE
HOLTON AVENUE
GIBSON AVENUE
CHESTNUT
PROCTOR BLVD
DUNS
A
D
H
K
E/S-174
J/S-326
J/S-516
J/S-775
J/S-326
DE-3/S-1324
DE-3/S-1073a
Lmr-2
E/S-1201
G-3
E
E3
D/S-459
D/S-514
D/S-1276
SITE PLAN CONTROL BY-LAW 82-05

2(B)(i)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-171-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 59 Keith Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 164 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Matthew Speare, 59 Keith Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

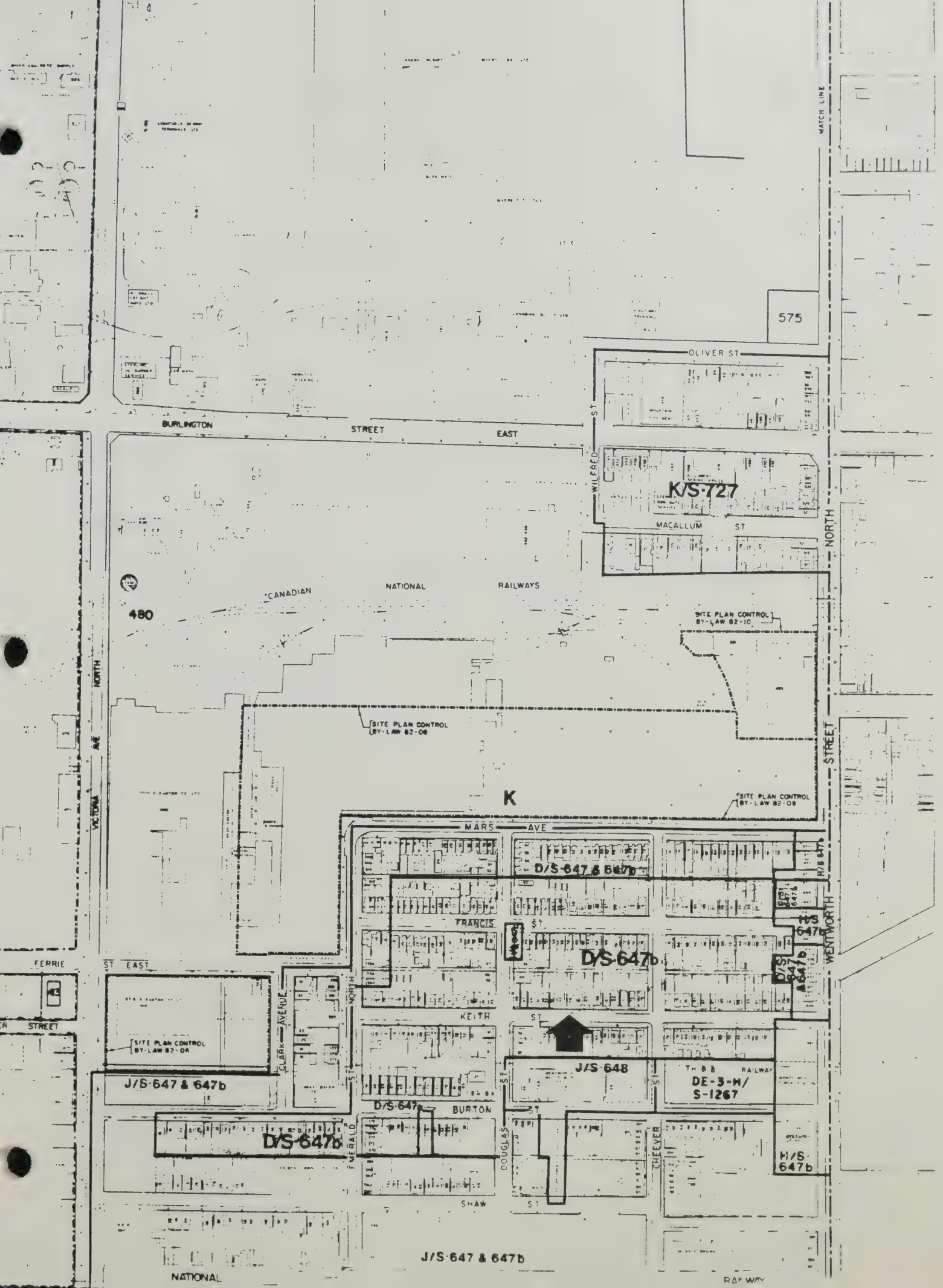
Staff has received a request from Mr. Matthew Speare, 59 Keith Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of his home since he is disabled.

Keith has a 24-foot pavement width, and presently, there is a full-time "One Hour Parking Time Limit" in conjunction with an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such

that the applicant has a reserved parking space on a year-round basis. However, Mr. Speare has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the north side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Speare meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
480
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
TH & B RAILWAY
DE-3-H/ S-1267
J/S-647 & 647b
D/S-647b
BURTON ST
SHAW ST
M/S 647b
FERRIE ST EAST
VICTORIA AVE NORTH
CLARK AVENUE NORTH
EMERALD ST
DOUGLAS ST
CHEEVER ST
WENTWORTH STREET
NATIONAL

CITY OF HAMILTON

- RECOMMENDATION -

26(B)(i)(5)

DATE: 1998 June 10
File No. TEC-173-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ferguson Avenue North between King Street East and King William Street - Parking Regulations

RECOMMENDATION:

(a) That the existing three hour parking meters on the both sides of Ferguson Avenue North from King Street North to King William Street be replaced with a "No Parking Anytime" regulation; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

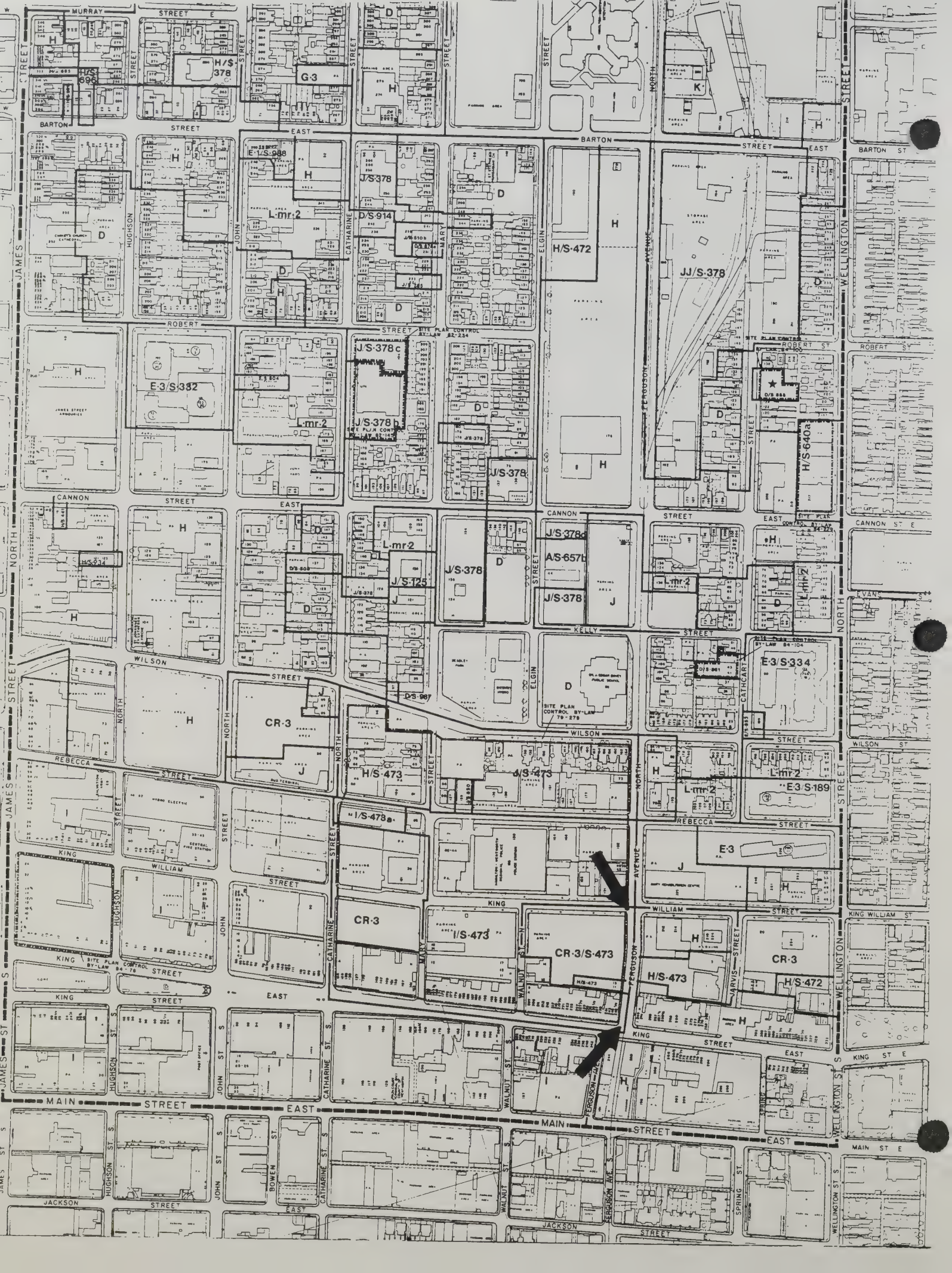
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

City Council, on 1998 April 14, approved a by-law to alter the alignment of Ferguson Avenue North from King Street North to King William Street as part of the Revitalization of Ferguson Avenue and includes wider sidewalks and a narrower roadway. Due to the configuration of this new alignment, it is necessary to prohibit parking on both sides of Ferguson. This recommendation was discussed with the International Village B.I.A. and affected businesses during the development stages of the revitalization plan and there is no opposition to this prohibition.

TA/MBH/kag


MURRAY STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET EAST
KELLY STREET
REBECCA STREET
KING STREET EAST
WILLIAM STREET
MAIN STREET EAST
JACKSON STREET EAST
JAMES STREET NORTH
HUGHSON STREET NORTH
JOHN STREET NORTH
CATHARINE STREET NORTH
MARY STREET
ELGIN STREET
FERGUSON AVENUE NORTH
WALNUT STREET
JARVIS STREET
WELLINGTON STREET NORTH
BOWEN STREET
SPRING STREET
EVANS
H/S-378
H/S-472
H/S-473
H/S-640a
H/S-934
J/S-378
J/S-378c
J/S-378b
J/S-378d
J/S-125
A/S-657b
D/S-914
D/S-987
L-mr-2
E-3/S-382
E-3/S-334
E-3/S-189
E-3
CR-3
CR-3/S-473
I/S-473
I/S-478a
JJ/S-378
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 79-278
SITE PLAN CONTROL BY-LAW 84-78

2(B)(i)(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-174-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Inverness Avenue, east of Upper Wellington Street - Parking Regulations

RECOMMENDATION:

(a) That the existing "No Stopping Anytime" regulation on the north side of Inverness Avenue from Upper Wellington Street to a point 103 feet easterly therefrom be shortened such that the regulation extends to a point 45 feet east of Upper Wellington Street; and

(b) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of Inverness Avenue commencing at a point 45 feet east of Upper Wellington Street and extending to a point 42 feet easterly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

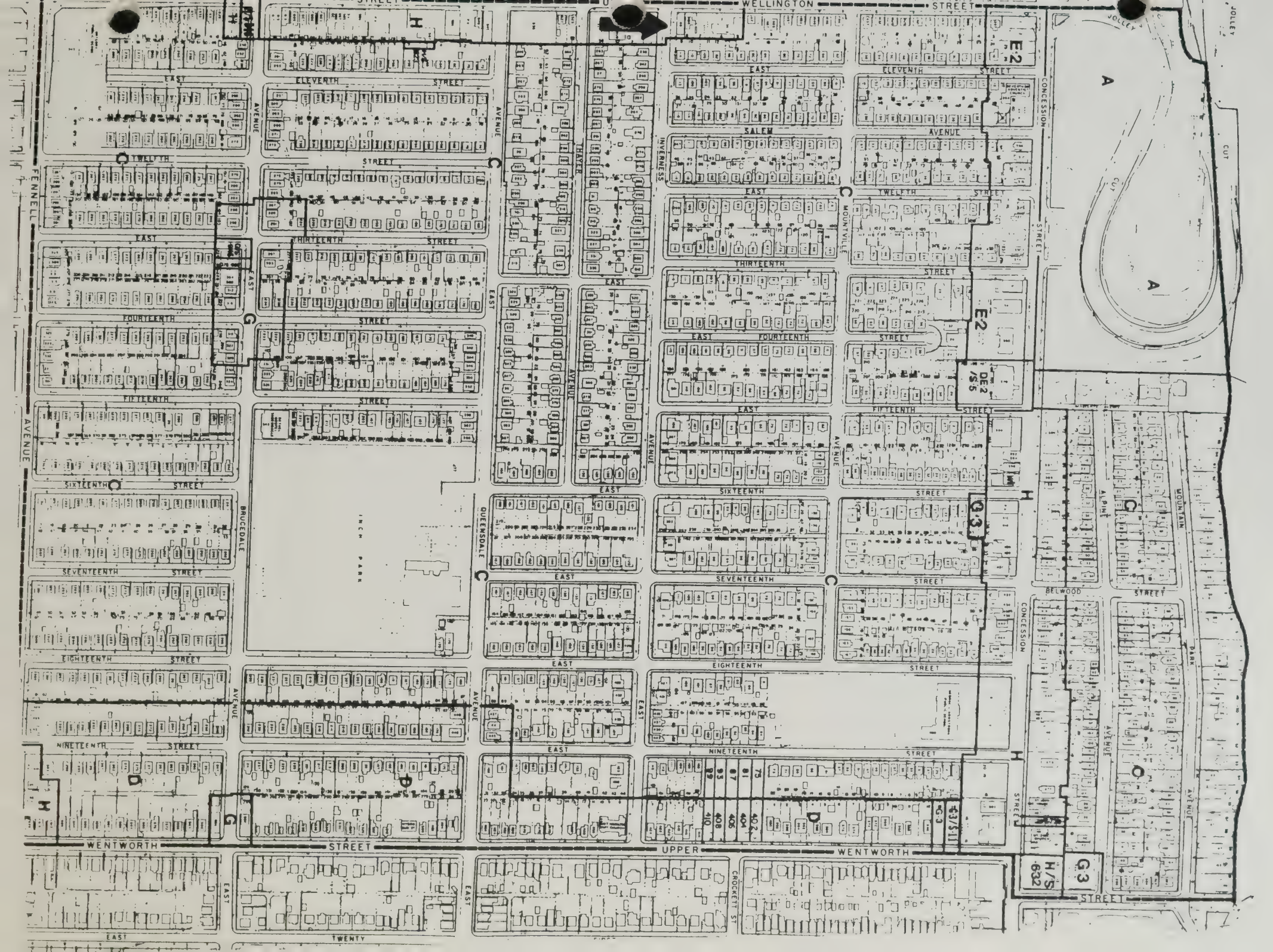
BACKGROUND:

Alderman Bill Kelly has asked about the feasibility of allowing parking on the north side of Inverness Avenue, east of Upper Wellington Street, adjacent to the Yen-King Chinese Restaurant, 491 Upper Wellington Street.

The parking regulations on both sides of Inverness in the block between Upper Wellington and East 11th have been adjusted from time to time, as a result of concerns from the previous Ward Aldermen and area residents. Inverness has a 30-foot pavement width, and while parking was prohibited on the south side and stopping was prohibited on the north side in this block at one time, the City Council, in 1991, revised the regulations to allow parking on both sides of the street in this block except along the flankage of the restaurant where stopping is still prohibited at all times.

After discussing this matter in detail with Alderman Kelly, it was agreed that it would be appropriate to allow parking for two vehicles on the north side of the street immediately adjacent to the restaurant, at least on a trial basis, and to control these two spaces with a full-time one hour parking time limit.

MBH/kag


WELLINGTON STREET
EAST
ELEVENTH STREET
AVENUE
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
WENTWORTH STREET
UPPER WENTWORTH
TWENTY
FENNELL AVENUE
BRUCEDALE AVENUE
GOODMAN AVENUE
CONCESSION STREET
SALEM AVENUE
MOUNTVILLE AVENUE
BELWOOD AVENUE
JOLLEY CUT
INCH PARK
E2
DE2 /S5
Q3
H/S 632
G3

2(B)(i)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-176-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 990 King Street West - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, three Time Limit Exemption Permits to each of the first three eligible applicants residing in the apartment building at No. 990 King Street West.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $72. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

Staff has received a request from Mr. Duff Porteous, 990 King Street West, that Time Limit Exemption Permits be issued to the residents of this building.

The subject apartment building is located on the north side of King between Marion and North Oval. Mr. Porteous has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are four dwelling units within the apartment building, and that there are only two off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of three Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of three parking permits to the residents of this building on a first come first served basis.

CVB/MBH/kag


KING STREET
AVENUE
CLINE
NORTH
AVENUE
OVAL
WEST
STREET
SOUTH
ROAD
BOND
LONGWOOD
AVENUE S
MARION
PAISLEY
KING
BARCLAY
ARKELL
NEWTON
DOW
PAUL STREET
H/S-145
H/S-1331
C/S-860
G/S-1041a
SITE PLAN CONTROL BY LAW NO 8-77
CHEDOKE
EXPRE
C
G
G-3
H
E

2(B)(i)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-178-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hughson Street North between MacAuley Street East and Picton Street East - Parking Regulations

RECOMMENDATION:

(a) That the existing "Permit Parking" regulation on the west side of Hughson Street North between MacAuley Street East and Picton Street East be shortened such that the regulation commences at MacAuley Street East and extends to a point 212 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(b) That the maximum number of permits allowed to be issued be reduced from 14 to 8.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

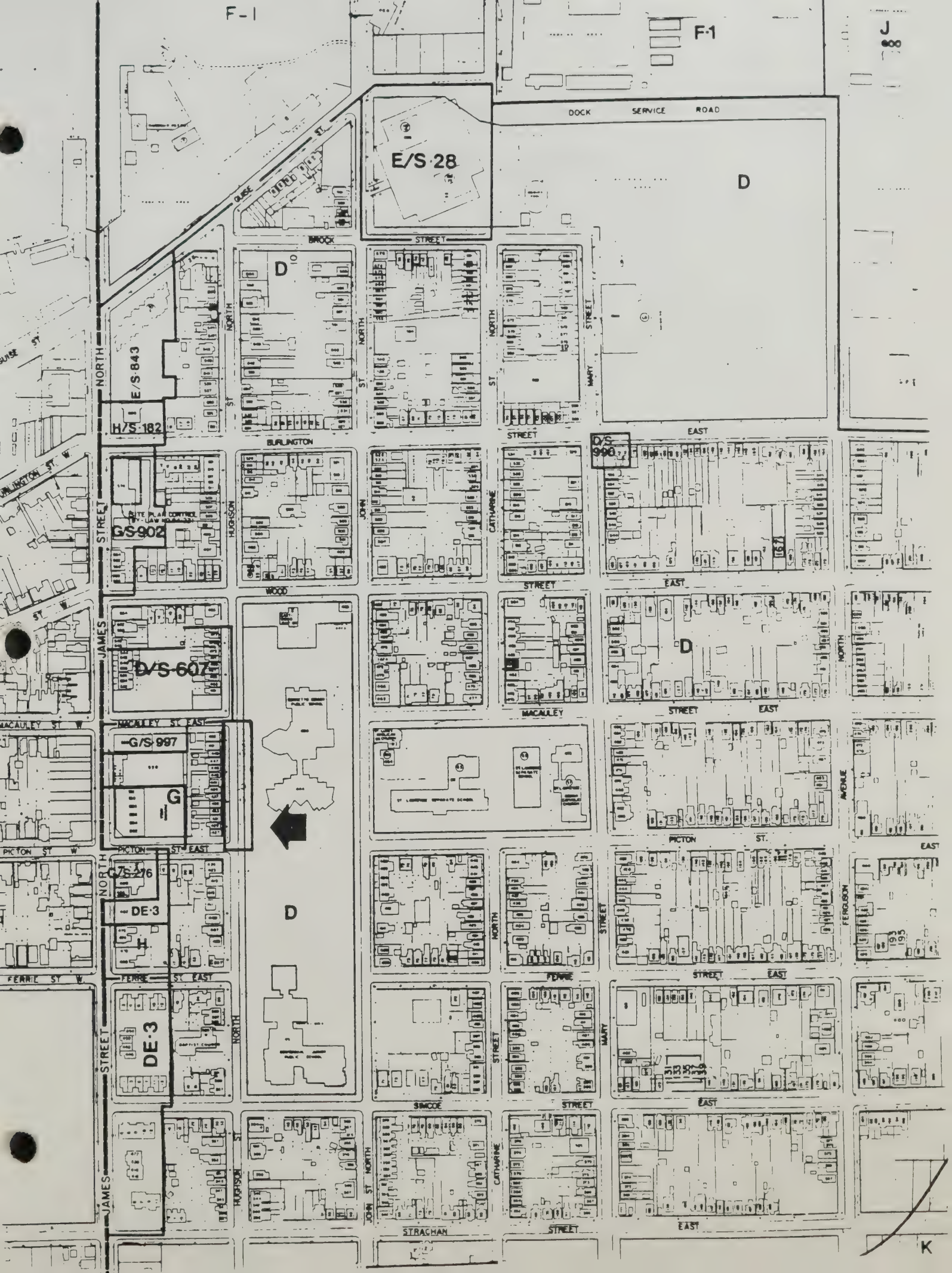
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of relocating the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of four of the five residential properties abutting the west side of Hughson between Picton and the north property line of No. 435 Hughson Street North requesting that the existing "Permit Parking" regulation on the southerly section of the block be removed to allow unrestricted parking in this area. All four of the residents that signed the petition are in favour of removing the regulation.

Hughson has a 25-foot pavement width, and presently, there is a "Permit Parking" regulation on the west side and a full-time "No Parking" regulation on the east side of the street in this block. City Council, at its 1991 March 26 meeting, approved the implementation of the subject "Permit Parking" regulation. However, the resident who circulated the petition has advised that the residents in the southerly section of the block prefer to have unrestricted parking in front of their homes. An investigation has revealed that there are nine homes abutting the northerly section of block and shortening the subject regulation will allow only eight on-street parking spaces at the northerly end of the block. However, to date, only eight permits have been issued to the residents abutting the northerly section of the block. Therefore, since 80 percent of the residents abutting the southerly section of the block are in favour of removing the subject regulation, staff has no serious objections and concurs with the request.

CVB/MBH/kag


F-1
F-1
J
DOCK SERVICE ROAD
E/S-28
D
D
D
D
D
D
E/S-843
H/S-182
G/S-902
D/S-607
G/S-997
G
G/S-276
DE-3
DE-3
H
D/S-990
JAMES STREET NORTH
HUGHSON ST NORTH
JOHN ST NORTH
CATHARINE STREET NORTH
MARY STREET
BURLINGTON STREET EAST
MACAULEY ST W
MACAULEY STREET EAST
PICTON ST W
PICTON STREET EAST
FERRIE ST W
FERRIE STREET EAST
SIMCOE STREET
STRACHAN STREET
FERGUSON AVENUE
K

2(B)(i)(w)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-177-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barton Street West between Locke Street North and Crooks Street - Parking Regulations

RECOMMENDATION:

(a) That the existing full-time "No Parking" regulation on both sides of Barton Street West between Locke Street North and Crooks Street be removed; and

(b) That a full-time "No Stopping" regulation be implemented on the north side of Barton Street West commencing at Locke Street North and extending to a point 105 feet easterly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

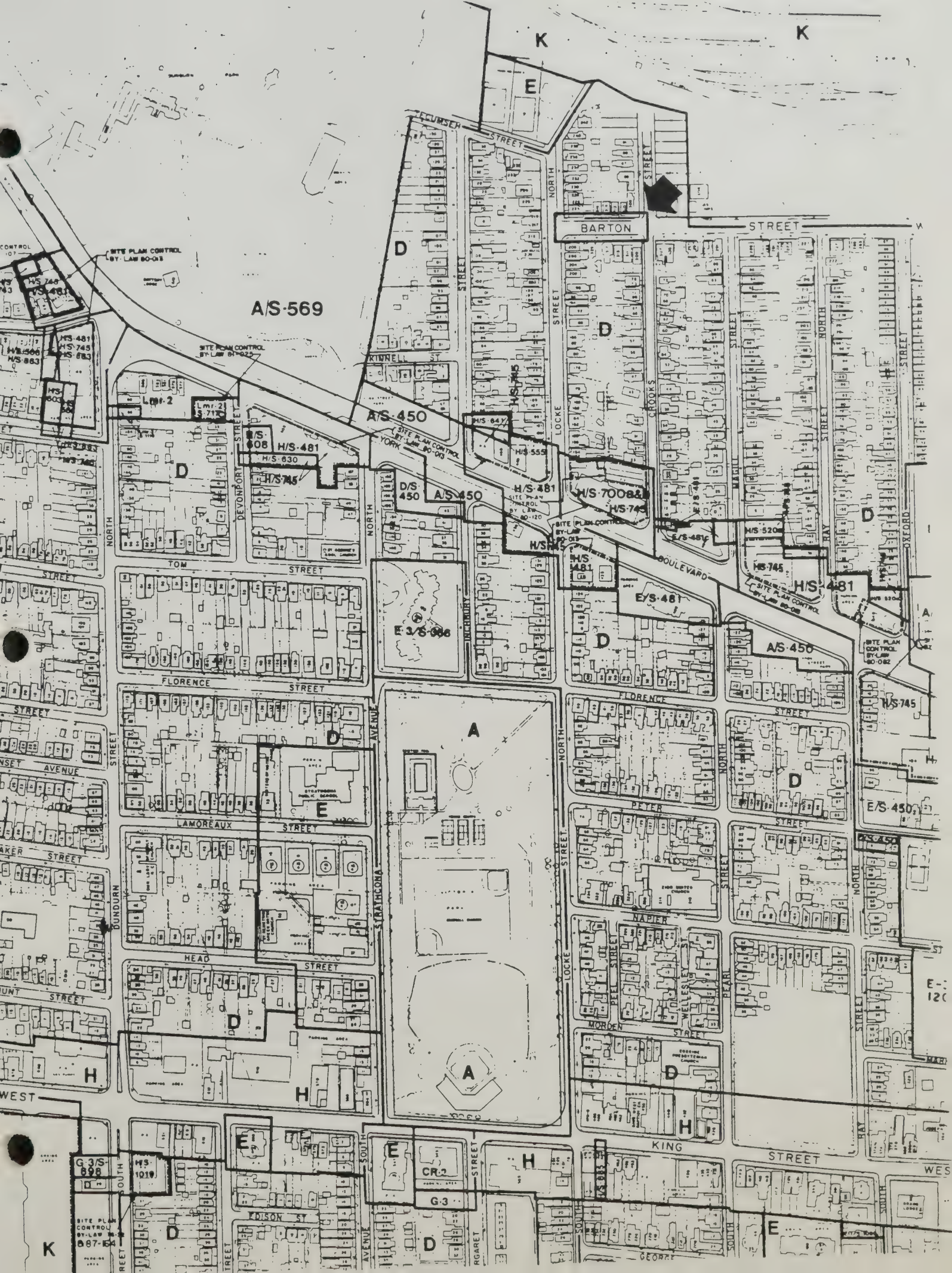
Sufficient funds are available in the 1998 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of nine of the twelve residential properties abutting Barton between Locke and Crooks requesting that the existing full-time "No Parking" regulation be removed from both sides of the street in this block. All nine of the residents that signed the petition are in favour of removing the regulation.

Barton has a 40-foot pavement width, and presently, there is a full-time "No Parking" regulation on both sides of the street in this block. The subject regulation was implemented several years ago to accommodate the high volumes of truck traffic accessing local industrial businesses. However, staff has determined that the full-time "No Parking" regulation is no longer required and that allowing parking on both sides of the street will have no serious impact on the existing traffic flow on this section of Barton. Staff recommends that a "No Stopping" corner clearance be maintained on the north side of the street to facilitate turning movements at the intersection of Barton and Locke. Therefore, since 75 percent of the abutting residents support the removal of the full-time "No Parking" regulation, staff concurs with the request.

CVB/MBH/kag


K
K
E
D
A/S-569
A/S-450
H/S-481
H/S-745
H/S-630
H/S-555
H/S-700&8
H/S-520
E/S-481
E/S-450
D/S-450
A
H
E-3/S-986
G-3/S-998
H/S-1019
CR-2
G-3
BARTON
STREET
KING
QUEEN
YORK
FLORENCE
TOM
LAMOREAUX
HEAD
MORDEN
NAPIER
PETER
BOULEVARD
OXFORD
BAY
BAY
BAY

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 20
File No. TEC-150-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Claudette Gate and Roland Road - Intersection Control

RECOMMENDATION:

That southbound traffic on Roland Road be required to stop for eastbound and westbound traffic on Claudette Gate, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

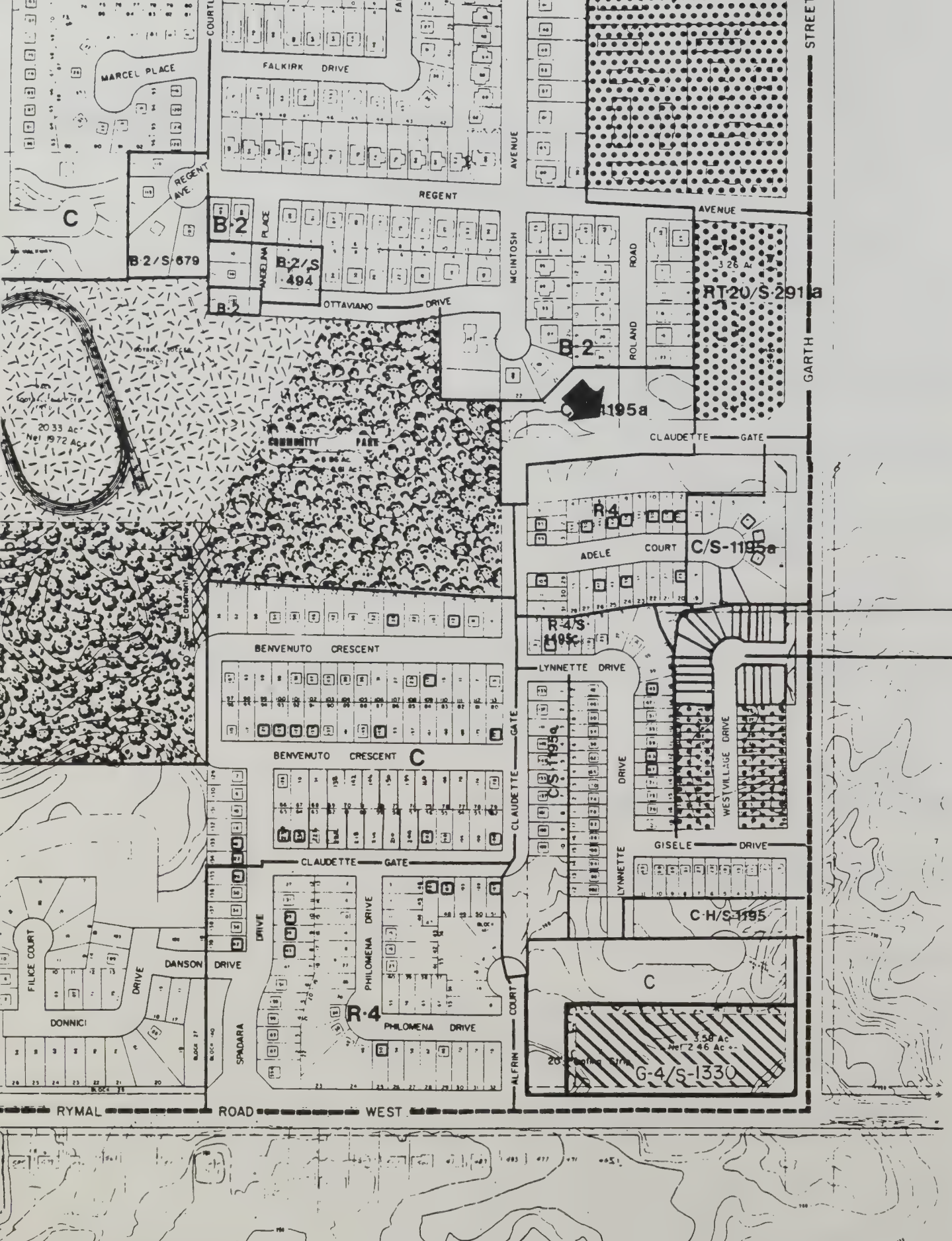
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Duke O'Sullivan has advised of a request from Mr. Don Werner, 15 Roland Road, that stop control be implemented at the intersection of Claudette and Roland. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Roland be required to stop for eastbound and westbound traffic on Claudette.

CVB/MBH/kag


MARCEL PLACE
FALKIRK DRIVE
REGENT AVE.
REGENT
AVENUE
C
B-2
B-2/S-679
ANGELINA PLACE
B-2/S-494
B-2
OTTAVIANO DRIVE
MCINTOSH
ROLAND ROAD
RT-20/S-291a
GARTH STREET
B-2
C/S-1195a
CLAUDETTE GATE
R4
ADELE COURT
C/S-1195a
R-4
RT-20
S-1195c
R-4/S-1195c
LYNNETTE DRIVE
BENVENUTO CRESCENT
BENVENUTO CRESCENT
C
C/S-1195a
WESTVILLAGE DRIVE
GISELE DRIVE
CLAUDETTE GATE
LYNNETTE DRIVE
C-H/S-1195
C
FILICE COURT
DANSON DRIVE
DONNICI
SPADARA DRIVE
PHILOMENA DRIVE
R-4
PHILOMENA DRIVE
ALFRIN COURT
3.58 Ac
Net 2.46 Ac
G-4/S-1330
RYMAL ROAD WEST

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 02
File No. TEC-159-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Hillyard Street and Munroe Street
- Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Hillyard Street and Munroe Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

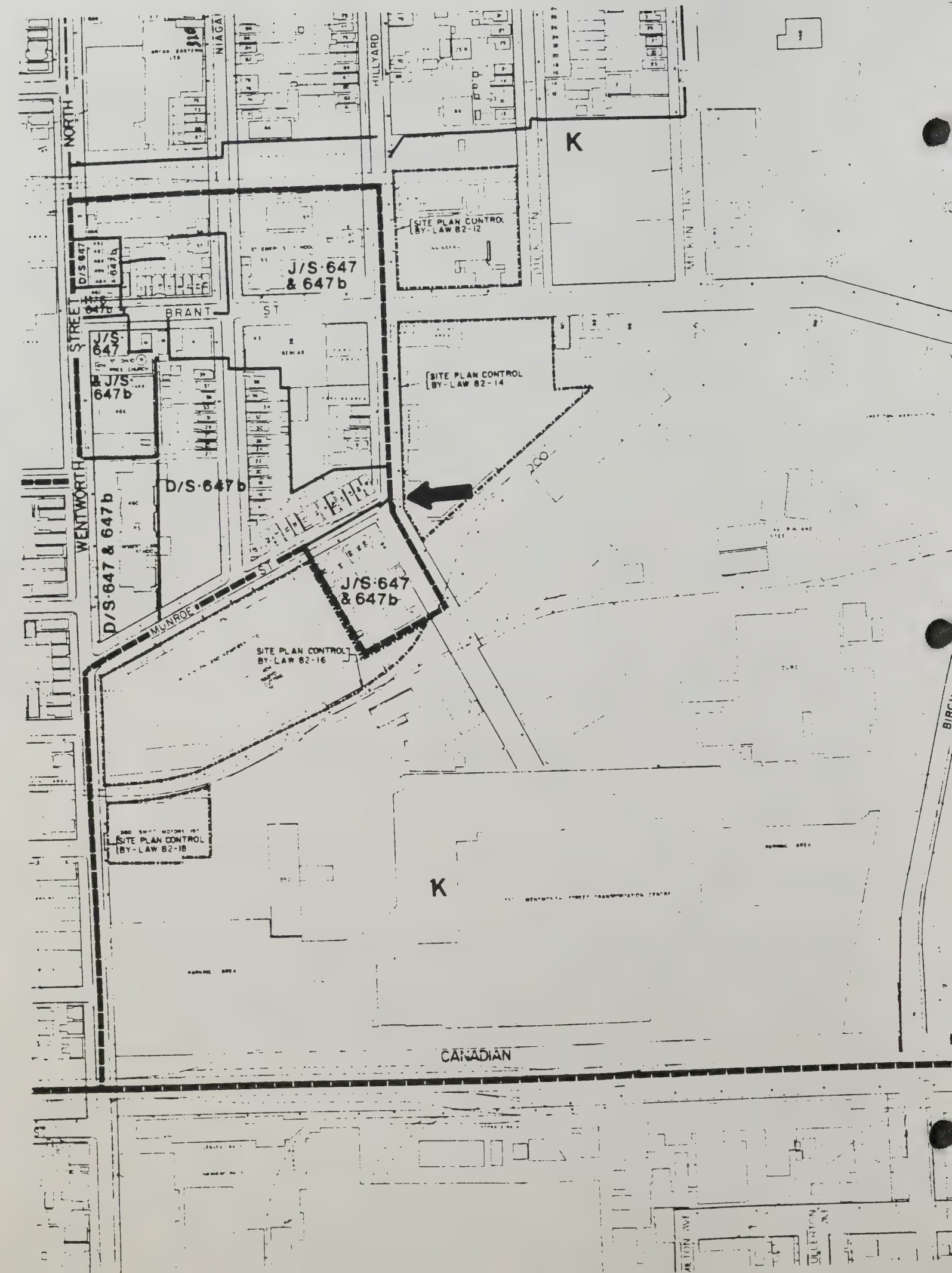
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has advised of a request that three-way stop control be implemented at the intersection of Hillyard and Munroe.

The subject intersection is an unusual "Y" shaped intersection, and presently, eastbound traffic on Munroe is required to stop for northbound and southbound traffic on Hillyard. Records indicate that there have been no reported collisions at this intersection in the past seven years. However, due to the configuration of this intersection and the fact that there are no sidewalks on the east side of Hillyard, north of Munroe, such that pedestrians must walk on the gravel shoulder, staff has no serious objection to implementing all-way stop control at this intersection.

CVB/MBH/klk


NORTH
NIAGARA
HILLYARD
K
SITE PLAN CONTROL BY-LAW 82-12
J/S-647 & 647b
BRANT
ST
STREET
J/S-647
J/S-647b
SITE PLAN CONTROL BY-LAW 82-14
WENTWORTH
D/S-647b
D/S-647 & 647b
J/S-647 & 647b
MUNROE
ST
SITE PLAN CONTROL BY-LAW 82-16
SITE PLAN CONTROL BY-LAW 82-18
K
CANADIAN

2(BXiiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-167-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Abbot Drive and Indian Crescent - Intersection Control

RECOMMENDATION:

That eastbound traffic on Indian Crescent be required to stop for northbound and southbound traffic on Abbot Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

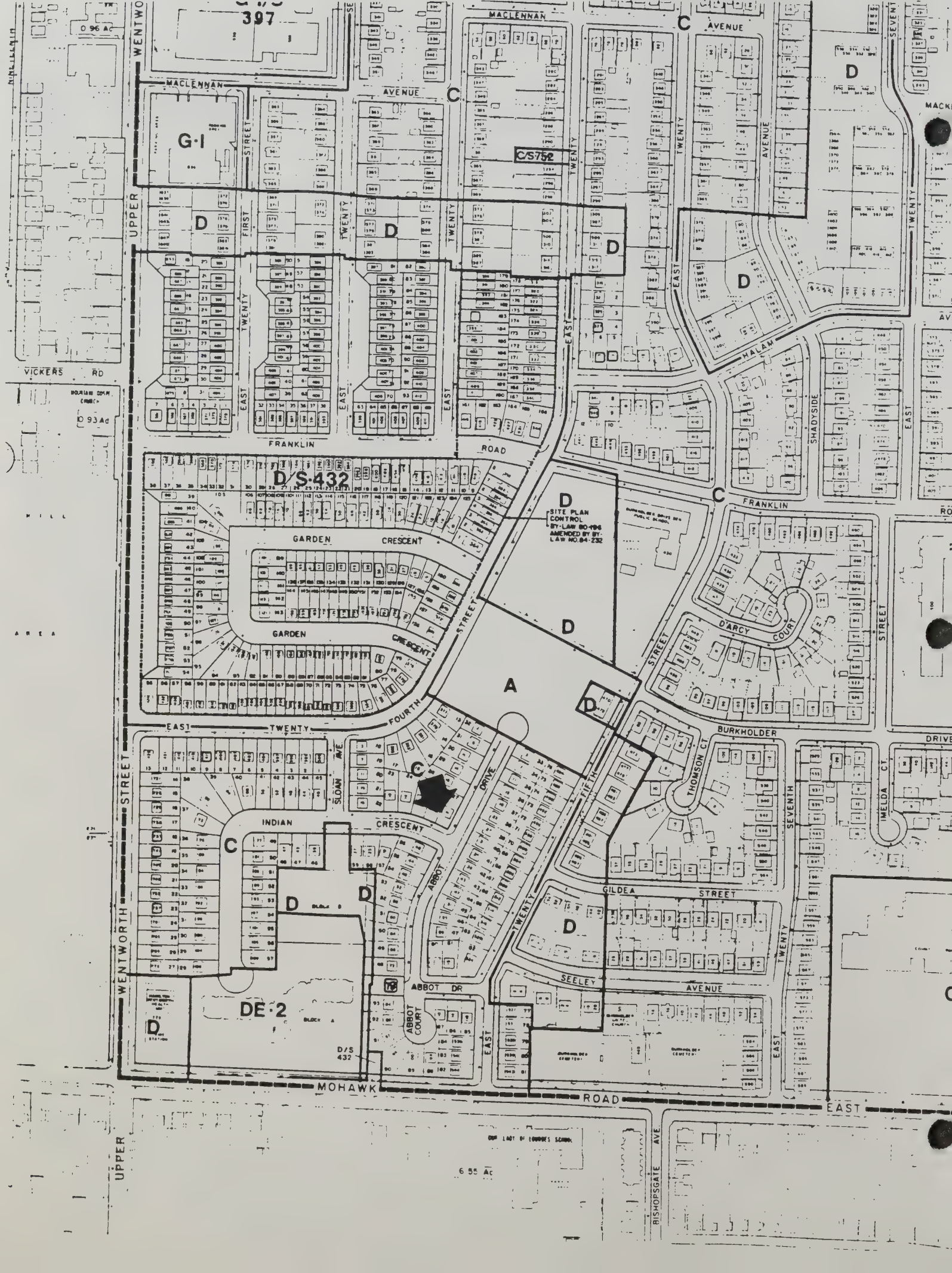
BACKGROUND:

Alderman Bill Kelly has advised of a request from an area resident that three-way stop control be implemented at the intersection of Abbot and Indian.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in at least the past eight years. This is an excellent collision record which could not be improved upon by the installation of all-way stop control.

Staff has concluded that all-way stop control is not warranted at this intersection at this time. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that eastbound traffic on Indian be required to stop for northbound and southbound traffic on Abbot.

cc/MH
CVB/MBH/kag


MACLENNAN
AVENUE
UPPER WENTWORTH STREET
G-1
D
D/S-432
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
GARDEN CRESCENT
FRANKLIN ROAD
FIRST STREET EAST
TWENTY STREET EAST
HALAM
SHADYSIDE
D'ARCY COURT
BURKHOLDER
THOMSON CT
SEVENTH
IMELDA CT
FIFTH
FOURTH
SLOAN AVE
INDIAN CRESCENT
ABBOT DR
ABBOT COURT
GILDEA STREET
SEELEY AVENUE
DE-2
MOHAWK ROAD EAST
BISHOPSGATE AVE
VICKERS RD
0.96 Ac
0.93 Ac
6.55 Ac

Z(BXiiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
File No. TEC-175-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Glenholme Avenue and Lucerne Avenue and Lucerne Avenue and Summerhill Avenue - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersections of Glenholme Avenue and Lucerne Avenue and Lucerne Avenue and Summerhill Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

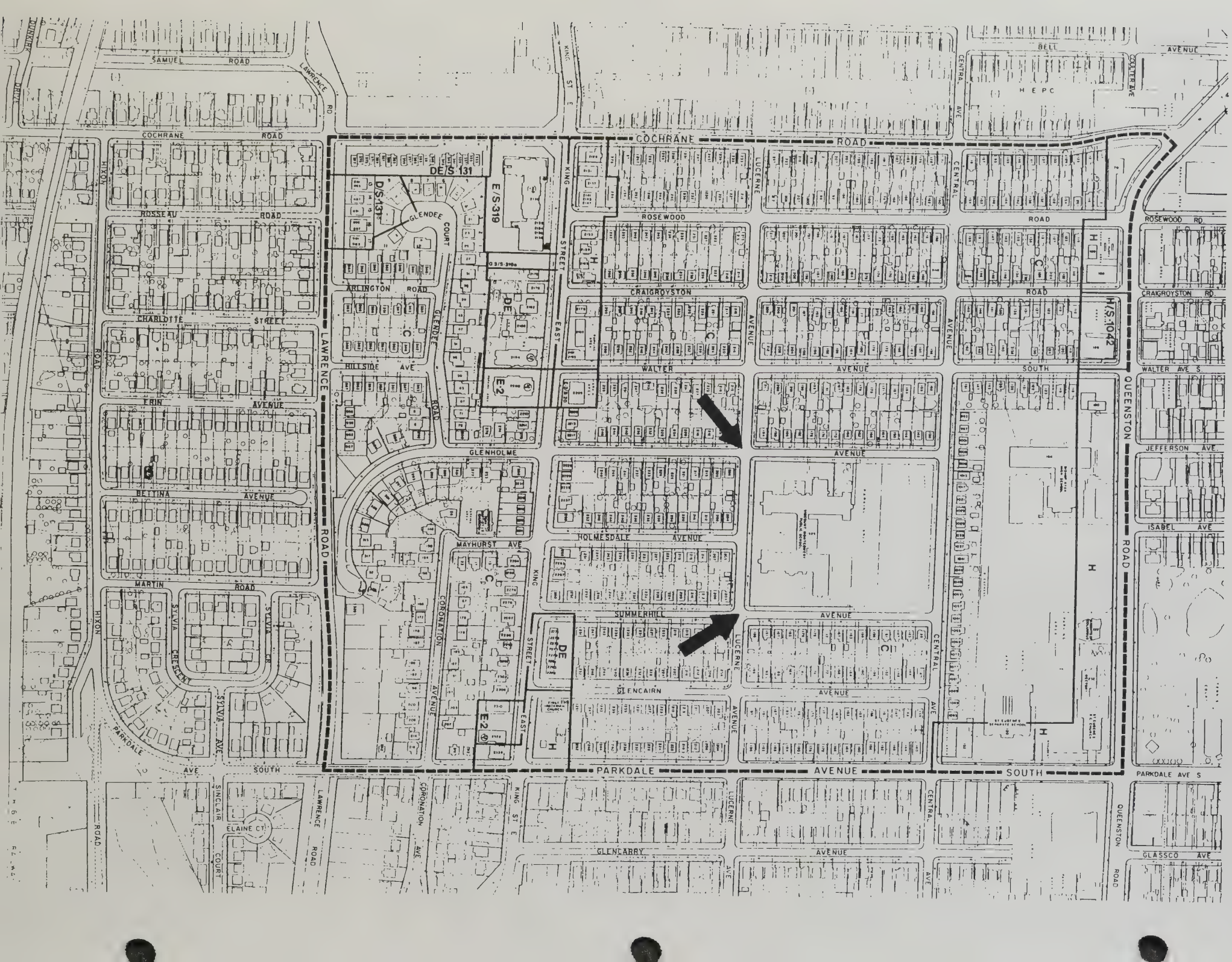
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Staff has received a request from Denise Viau, 217 Glenholme Avenue, and Don MacKay, 241 Glenholme Avenue, requesting an investigation into the need for four-way stop control at the intersections of Glenholme and Lucerne and Lucerne and Summerhill. The subject intersections are currently controlled by east/west stop signs and meet at least one of the criteria respecting the use of all direction stop control since they are immediately adjacent to an unfenced playground and are in close proximity to Viscount Montgomery School. Therefore, staff concurs with the requests.

TA/MBH/kag


COCHRANE ROAD
SAMUEL ROAD
LAWRENCE RD.
KING ST. E
CENTRAL AVE
BELL AVENUE
COULTER AVE
H E P C
HIXON
ROSSEAU ROAD
CHARLOTTE STREET
ERIN AVENUE
BETTINA AVENUE
MARTIN ROAD
LAWRENCE ROAD
DE/S 131
D/S 131
GLENDEE COURT
E/S 319
KING STREET EAST
ARLINGTON ROAD
GLENDEE AVENUE
HILLSIDE AVE
ROSEWOOD
ROSEWOOD RD.
CRAIGROYSTON
CRAIGROYSTON RD.
WALTER AVENUE
WALTER AVE. S.
H/S 1042
QUEENSTON ROAD
JEFFERSON AVE.
ISABEL AVE
GLENHOLME
MAYHURST AVE
HOLMESDALE AVENUE
SUMMERHILL AVENUE
GLENCAIRN AVENUE
GLENCAIRN
CORONATION AVENUE
LUCERNE AVENUE
SYLVIA CRESCENT
SYLVIA DR
SYLVIA AVE
PARKDALE AVE SOUTH
PARKDALE AVENUE SOUTH
PARKDALE AVE S
SINCLAIR COURT
ELAINE CT
GLENCAIRN AVENUE
GLASSCO AVE

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 1
File No. TEC-140-98 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Removal of Pavement Markings using Pressurized Spray - Contract Award

RECOMMENDATION:

That a purchase order be issued to M & M Painting and Sandblasting, Cayuga, Ontario, for the provision of contractual services for the removal of traffic pavement markings during 1998 as and when required by the Traffic Division of the Public Works and Traffic Department, being the lowest acceptable bid received in accordance with the specifications issued by the Purchasing Division, and that the estimated expenditure of $70,000 be financed through the Traffic Hired Equipment/Services Clearing Contractual Account No. CH-56364-75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to pay for the recommended services have been budgeted for 1998. The majority of these services are done on behalf of and paid for by the Region of Hamilton-Wentworth Transportation Department.

BACKGROUND:

As a result of tendering conducted early in 1998, two bids were received for the provision of services involved in removal of traffic roadway markings. The presence of competitive bids has resulted in the low bid for this work being 56 percent lower than the price that was paid in 1997. It is estimated that, based on expenditures in 1997, this will result in a savings of approximately $50,000 in 1998.

There was a difference of approximately 20 percent between the two bids received. Staff have reviewed the bid by the low bidder and, following field trials, have confirmed that they are capable of conducting the work in accordance with the specifications detailed by the City. Staff are recommending that the tender be awarded to the low bidder M & M Painting and Sandblasting of Cayuga, Ontario.

BJM/kag

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 1
File No. TEC-144-98 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Slot Cutting of Roadways & Traffic Signal Detection Wire Installation - Contract Award

RECOMMENDATION:

That a purchase order be issued to D & D Diamond Cutting and Coring Inc., Wainfleet, Ontario, for the provision of contractual services for slot cutting and traffic signal detection wire installation during 1998, 1999 and 2000, as and when required by the Traffic Division of the Public Works and Traffic Department, being the lowest acceptable bid received in accordance with the specifications issued by the Purchasing Division, and that the estimated expenditure of $75,000. be financed through the Traffic Hired Equipment/Services Clearing Contractual Account No. CH-56364-75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to pay for the recommended services have been budgeted for 1998 and are proposed to be budgeted for in future years. The majority of these services are done on behalf of and paid for by the Region of Hamilton-Wentworth Transportation Department.

BACKGROUND:

As a result of tendering conducted early in 1998, three bids were received for the provision of services required for the installation of vehicle detection equipment used at traffic signals. The presence of competitive bids has resulted in pricing for this work, fixed for each of the next three years, that are approximately 12% lower than the price paid for similar services in 1997. In addition to the lower price, the terms of the work have been expanded to include an increased level of service, resulting in the contractor completing elements of the work that were formerly done using City staff.

Staff have reviewed the bid by the low bidder and have confirmed that they are capable of conducting the work in accordance with the specifications detailed by the City. Staff is recommending that the tender be awarded to the low bidder D & D Diamond Cutting and Coring Inc., of Wainfleet, Ontario.

BJM/kag

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 13
File No. TEC-146-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side Grandville Avenue, south of Violet Drive - Driveway Clearance

RECOMMENDATION:

That a full-time "No Stopping" driveway clearance be implemented on the west side of Grandville Avenue, commencing at a point 164 feet south of Violet Drive and extending to a point 122 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

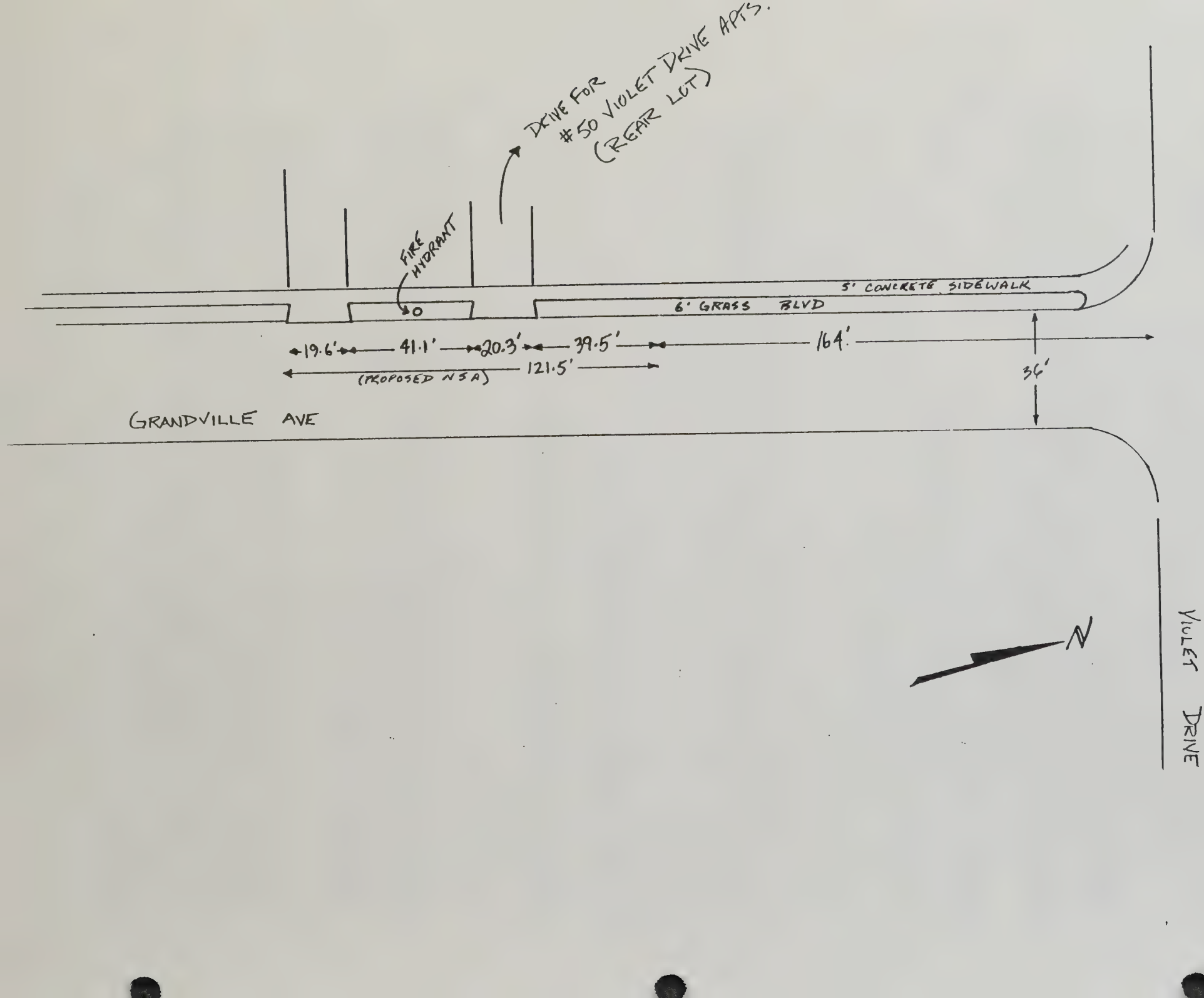
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

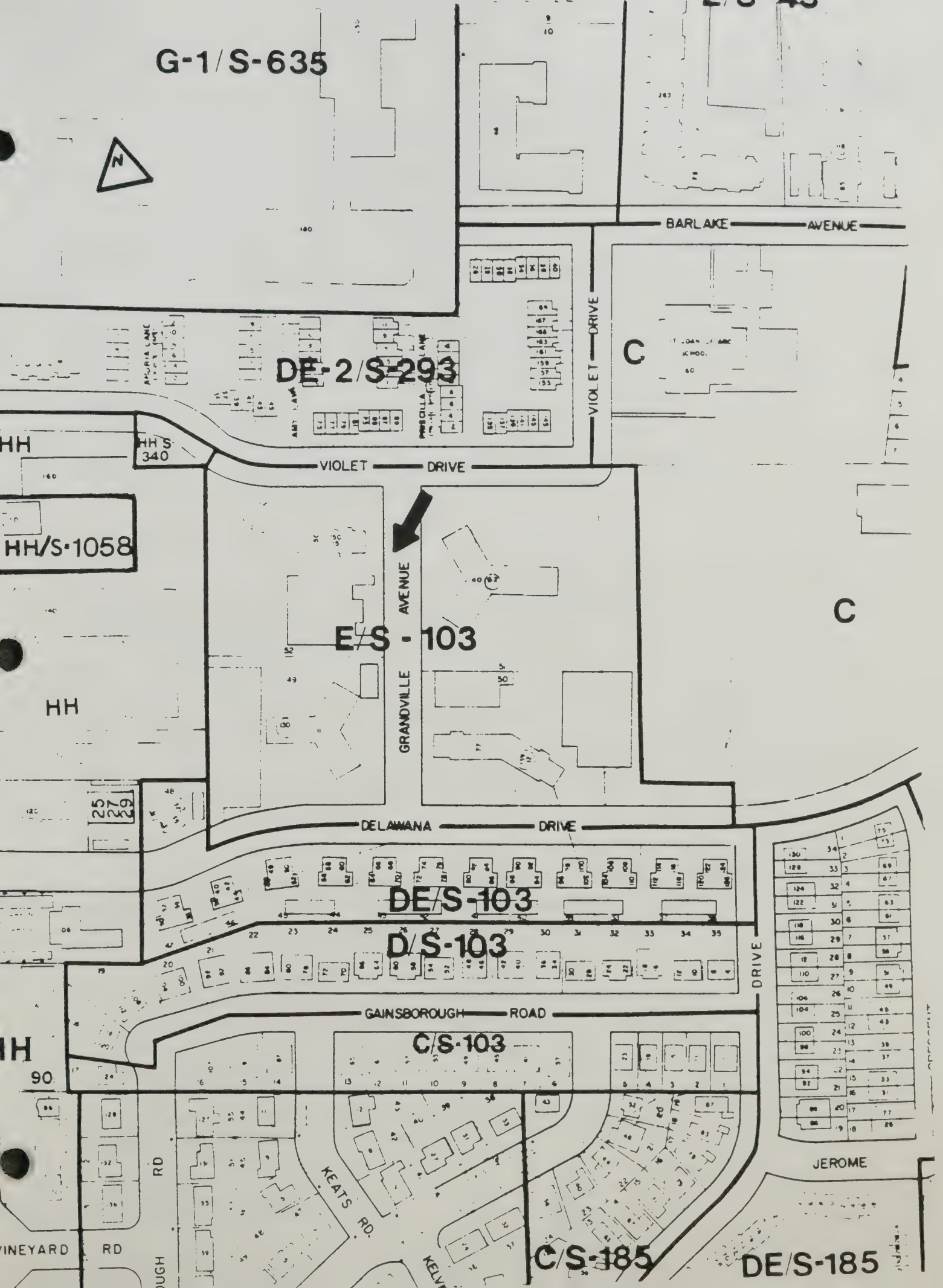
BACKGROUND:

Staff has received a request from Mr. Helmut Sonnenburg, 50-1403 Violet Drive, that a "No Stopping" driveway clearance be implemented on the west side of Grandville, adjacent to the two driveway ramps leading to the parking lot at the rear of the building, to improve visibility for motorists exiting the parking lot. Mr. Dennis Mercer, as the property manager for Di Cenzo Management Inc., supports Mr. Sonnenburg's request.

Grandville has a 36 foot pavement width and, at present, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. The proposed "No Stopping" driveway clearance will encompass both driveway ramps, a fire hydrant situated between them, and include a 40 foot clearance north of the northerly ramp. The implementation of the requested regulation will result in the loss of two on-street parking spaces. However, since there is substantial off-street parking available to area residents, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH


DRIVE FOR #50 VIOLET DRIVE APTS. (REAR LOT)
FIRE HYDRANT
5' CONCRETE SIDEWALK
6' GRASS BLVD
19.6'
41.1'
20.3'
39.5'
164'
121.5'
(PROPOSED NSA)
36'
GRANDVILLE AVE
VIOLET DRIVE
N


G-1/S-635
BARLAKE AVENUE
DE-2/S-293
VIOLET DRIVE
C
HH
HH S-340
VIOLET DRIVE
HH/S-1058
E/S-103
GRANDVILLE AVENUE
C
HH
DELAWANA DRIVE
DE/S-103
D/S-103
DRIVE
GAINSBOROUGH ROAD
C/S-103
JEROME
KEATS RD.
C/S-185
DE/S-185

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 May 13
File No. TEC-147-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of West Avenue South, south of King Street East
- Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" be implemented on the west side of West Avenue South commencing 50 feet south of King Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As a result of a meeting with Aldermen Morelli and Haining and some of the senior residents of First Place, 350 King Street East, the residents have requested that a full-time "Wheelchair Loading Zone" be implemented on the west side of West, south of King.

West has a 28 foot pavement width, and presently, there is a "No Stopping" regulation on the east side and a "No Parking" regulation on the west side of the street in this area. Although Darts vehicles are permitted to load/unload in any signed "No Parking" area, the residents have requested this regulation to provide a reserved loading area when the lay-by in front of First Place, 350 King Street East, is occupied.

The implementation of the requested regulation will not result in a loss of on-street parking and, therefore, staff concurs with the request.

CVB/MBH/klk

H
E
D
NORTH
WILSON
STREET
H/S
729
H/S 404
E
AVENUE
DE-3
D
KING
WILLIAM
H/S
404
H
C-3/S-113
H/S 1135
WELLINGTON
WEST
JARVIS
SITE PLAN CONTROL BY LAW 90-32
A
E
VICTORIA
E/S-529
EAST
SOUTH
CR-3
AVE
E/S
864
MAIN
STREET

2(BXiiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-163-98 / Author: G. Kirchknopf

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Rushdale Neighbourhood

RECOMMENDATION:

(a) That the Rushdale Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Rushdale Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH-55301-75030.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of the signs is $1200 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $1300.

BACKGROUND:

The Regional Police Department has confirmed that the Rushdale Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

GK/kag


BARNSTOWN
CRERAR
BUTLER
RUSHDALE
ELEANOR
RANDALL
MARCH 1990
APRIL 1990
FEBRUARY
LAWFIELD
WELLINGTON ST
CHURCH
DRAGOON
FUSILIER DR
PERTHSHIRE CT
CORSICA CT
MASSERA DR
BARTELLE AVE
BONAPARTE WAY
DELANCY BLVD
JOSEPHINE DR
DELANCY LANCER CT
HUSSAR BLVD
EMPEROR AVE
ESSLING
UPPER
ACADIA DR
CORINALDO DR
FANO DR
BALHARBOUR DR
ANITA CT
TWIN CT
TWIN CRES
REDMOND DR
CHARING DR
RUSHDALE DR
RUPERT CT
RAMSDEN DR
ROWNTREE DR
RICARDO CT
RIDGEMOUNT DR
SOUTHMOUNT SECONDARY SCHOOL
AMHERST CIRCLE
BAYLARION DR
DULGAREN AVE
ROCKINGHAM DR
PARKWOOD CRES
CARRIAGEGATE DR
WALDORF
SOUTHAMPTON
GRANDOAKS DR
BARBARA COURT
REXFORD DRIVE
MILL POND
ATHERLEY
AVONRIDGE CT
ATTREED PL
ALCON
RAMBO
DR RONO
PRESTO DR
MONTINO CT
LIVORNO CT
ERMINIA CT
GOLDEN
VISTA
HITA AVE
RITA
TEMPLEMEAD DR
MOUNT PLEASANT
STONE
GAGE AVE
QUAIL DR
QUEEN VICTORIA DRIVE
QUESTON
ROBSON CR
RHODES CT
LEGGETT CR
LAWNHURST CT
LESTER ST
LAMBERT ST
LOCKYON CRESCENT
LAWSON STREET
EDWINA CT
ST CECILIA SCH
COMLEY SCH
LINE
CYPRUS DR
SIENTE CRES
MARISA CT
LATORRE CT
AQUILA PL
PESCARA AVE
ROCKVIEW SIENTE DR
DONEGAL PLACE
LIMERIDGE
SKYLARK PL
FLAMINGO
SPARROWHAWK DR
KINGFISHER CT
CURLEW AVE
PINEWARBLER COURT
TITMOUSE PLACE
HERON DRIVE
GOLDFINCH
HUNTSVILLE
BRINA AVE
HWY 7
TOWNSHIP OF MARKHAM

2(b)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 12
File No. TEC-180-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Duke Street, between James and MacNab Streets - Parking Meter Duration

RECOMMENDATION:

That the duration of the existing parking meters on the south side of Duke Street between James Street South and MacNab Street South, be changed from one hour to two hours, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

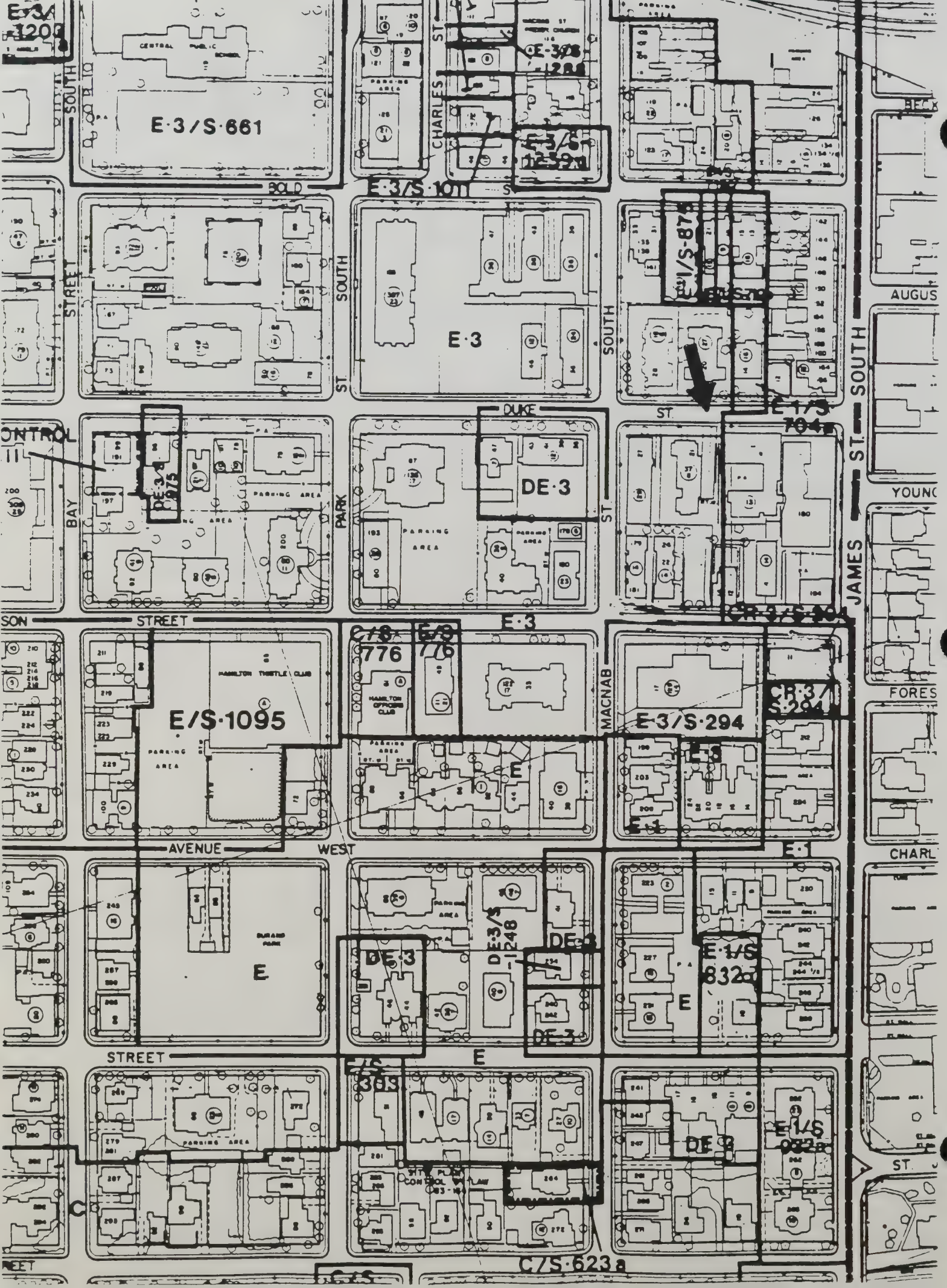
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of modifying the subject meters.

BACKGROUND:

Alderman Ron Corsini, acting on behalf of the area merchants, has requested that the duration of the existing parking meters on the south side of Duke Street between James Street South and MacNab Street South, be changed from "One Hour" to "Two Hours", to facilitate customer access to their respective businesses.

Parking Meters are intended to manage the rate of parking turn-over for the benefit of the businesses adjacent to the regulated area, and since the merchants in the subject area have indicated a desire for longer term parking, staff has no objection to implementing the request.

MBH


E-3/S-661
E-3/S-1011
E-3
DE-3
E/S-1095
E-3/S-294
E
DE-3
E-1/S
832a
C/S-623a
SOUTH
CHARLES
ST.
JAMES
STREET
AVENUE
WEST
DUKE
BAY
PARK
MACNAB
PARKING AREA

2(B)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-165-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Lawson Street Adjacent to St. Cecilia School

RECOMMENDATION:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Lawson Street commencing at a point 203 feet north of Folkstone Avenue and extending 40 feet northerly be replaced with a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

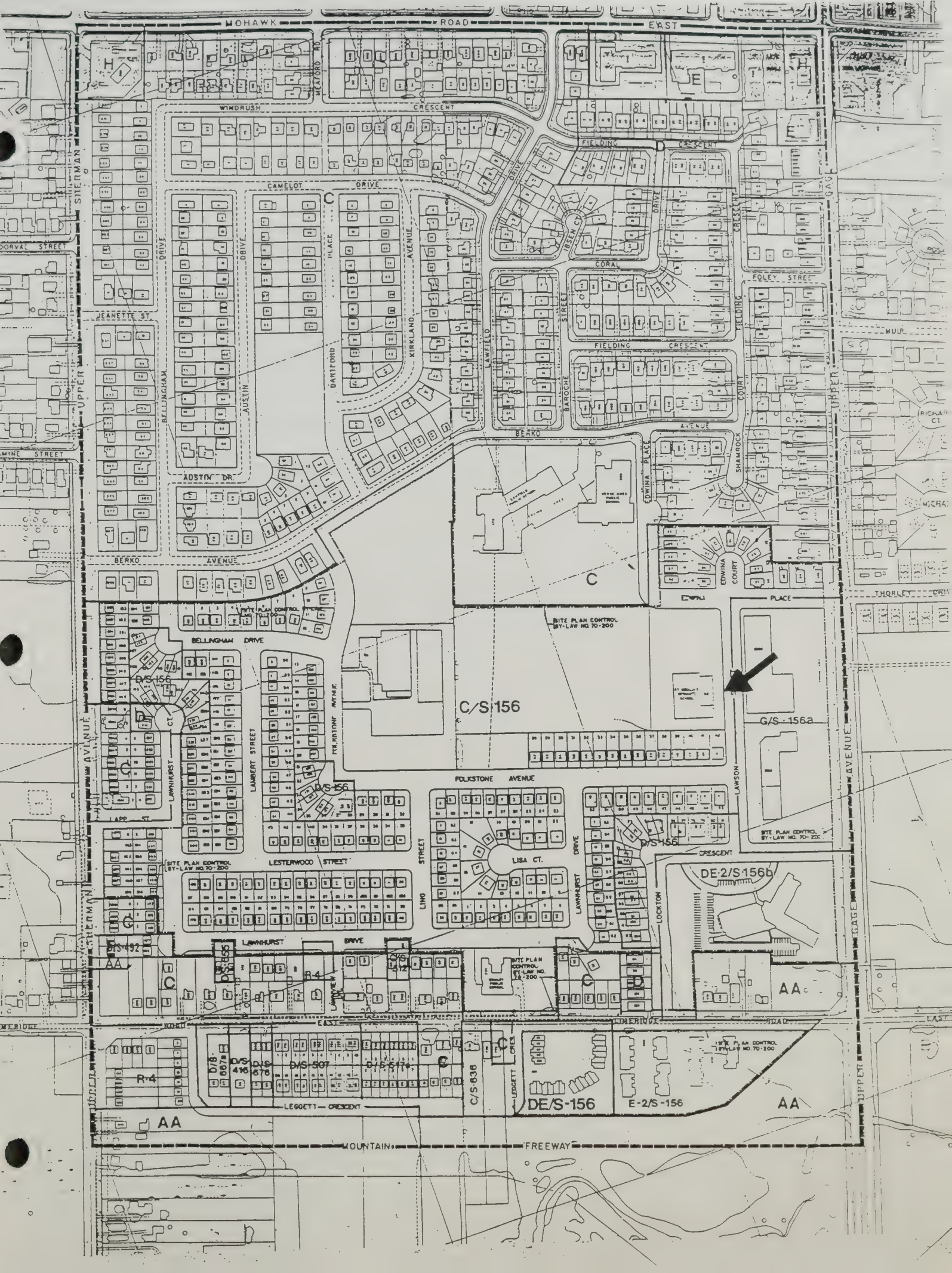
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of St. Cecilia School has requested that the existing parking regulations on the west side of Lawson Street be revised due to changes in the transporting of children to the school. In the past, the school was serviced by one school bus and this service is no longer used at the school. However, there are now six "special needs" children attending the school and in order to provide adequate curb side space for these children in close proximity to the front doors of the school, the Principal has requested that a Wheelchair Loading Zone replace the School Bus Loading Zone.

There will be no change to the remaining parking regulations on the street, thus there will be no loss of parking which could impact the neighbouring residential/commercial properties. Therefore, staff concurs with this request.

TA/MBH/kag


MOHAWK ROAD EAST
WINDRUSH CRESCENT
CAMELOT DRIVE
FIELDING CRESCENT
CORAL
FOLEY STREET
BERKO AVENUE
JEANETTE ST.
AUSTIN DR.
EDWINA PLACE
SHAMROCK COURT
BELLINGHAM DRIVE
LAMBERT STREET
LAWNHURST DRIVE
LESTERWOOD STREET
FOLKSTONE AVENUE
LISA CT.
LAWSON CRESCENT
LOCKTON AVENUE
LEGGETT CRESCENT
MOUNTAIN FREEWAY
SITE PLAN CONTROL BY-LAW NO. 70-200
C/S-156
G/S-156a
DE-2/S-156b
DE/S-156
E-2/S-156
D/S-156
D/S-492
D/S-507
D/S-517
C/S-636
R-4
AA
C
E

2(B)(iii)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 9
File No. TEC-166-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wheelchair Loading Zone on East 18th Street adjacent to G. L. Armstrong School

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of East 18th Street commencing at a point 226 feet south of Concession Street and extending 40 feet southerly therefrom, and the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of G. L. Armstrong School has requested that a Wheelchair Loading Zone be installed on the east side of East 18th Street, in close proximity to the doors of the school in order to provide adequate curb side space for a "special needs" child.

Currently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday, regulation on the east side of East 18th Street, thus there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

TA/MBH/kag

CLAIRMONT ACCESS
CANADIAN
CHARLETON AVENUE
SHERMAN ACCESS
CUT
A
MOUNTAIN
PARK AVENUE
ALPINE
BELWOOD
G 3
H/S
632
CONCESSION STREET
E-2
DE-2
/S-5
G-3
G-3/S-11
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
WELLINGTON STREET
WENTWORTH STREET
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH
SALEM
INCH PARK

2(B)(i)(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 4
T103-23 5 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Earthsong (R-98-26)

RECOMMENDATION:

That the application of Creative Arts to temporarily close Longwood Road North, Paradise Road and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Wednesday 1998 July 1 at 9:00 am to Sunday 1998 July 5 at midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

Cont'd...

Earthsong Festival
1998 June 4

Cont'd...

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

D. Lobo
Commissioner
Public Works and Traffic

per: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Earthsong Festival
1998 June 4

Cont'd...

BACKGROUND:

An application has been received from Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Wednesday 1998 July 1 at 9:00 am to Sunday 1998 July 5 at midnight to hold the annual Earthsong Festival. This annual festival at Princess Point includes entertainment and foods from around the world.

Regional Police Services will incur costs of $14,144. to provide 6 officers and 1 sergeant for traffic control for the event. The City of Hamilton Department of Public Works and Traffic will post 5 "Temporary Road Closure" signs on Regional roads at a cost of $750. These amounts will be drawn from the Region's account for special events.

Other costs, including the posting of "Temporary Road Closure" and "No Parking" signs, estimated at $1622., will be the responsibility of the applicant. The Hamilton Street Railway will provide shuttle bus service from King and James to Princess Point between 12:00 noon and 12:00 midnight on each day of the festival at no additional cost.

As Earthsong is an annual, well organized event in Hamilton which attracts large numbers of people to the area, and as Regional Police Services will provide appropriate crowd and traffic control, this Department is in favour of the event.

MJP:
cc: P.C. D. Schwalm, Regional Police Services
cc: G. Kirchknopf, Public Works and Traffic
cc: K. Nicol, HSR

2(BXiv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
E220-1202, S609-01, S702-60, S726-185, S726-227 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-98-28)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Acadia Drive	Part 7	62R-10529
Brigadoon Drive	Parts 1	62R-14552
Chipman Avenue	Parts 1 & 2	62R-14551
Dicenzo Drive	Part 13	62R-13294
Kirkfield Road	Parcel "G"	R.P. 1013
Matthew Drive	Parts 3 & 4	62R-14441
Windrush Drive	Part 3	62R-14585

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Lands Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Part 7 62R-10529	N/A	To complete final street width	S726-227
Brigadoon Drive	Part 1 62R-14552	N/A	To facilitate access to Brigadoon Park	S702-60
Chipman Avenue	Parts 1 & 2 62R-14551	N/A	To complete final street width	S609-01
Dicenzo Drive	Part 13 62R-13294	N/A	To complete final street width	S726-185
Kirkfield Road	Parcel "G" R.P. 1013	N/A	To facilitate access to Allison Estates Phase 2	S609-01
Matthew Drive	Parts 3 & 4 62R-14441	N/A	To facilitate access to Brigadoon Park	S702-60
Windrush Drive	Part 3 62R-14585	N/A	To complete final street width	E220-1202

KML GM
KML/GM:sk
Encls.
cc: H. Groen, Transportation Department
F. Angelici, Planning Department
M. Watson, City Clerk's Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 7 ON PLAN 62R-10529
INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Acadia Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Acadia Drive.

   Part of Lot 2, R.P. 909, designated as Part 7 on Plan 62R-10529.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1 ON PLAN 62R-14552
INTO BRIGADOON DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Brigadoon Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Brigadoon Drive.

   Part of Lot 17, Concession 7, in the geographic township of Barton designated as Part 1 on Plan 62R-14552.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 1 & 2 ON PLAN 62R-14551
INTO CHIPMAN AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Chipman Avenue within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Chipman Avenue.

   Part of Lot 14, Concession 7, in the geographic township of Barton designated as Parts 1 & 2 on Plan 62R-14551.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 13 ON PLAN 62R-13294
INTO DICENZO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Dicenzo Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Dicenzo Drive.

   Part of Lot 14, Concession 8, in the geographic township of Barton designated as Part 13 on Plan 62R-13294.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PARCEL "G" ON REGISTERED PLAN 1013
INTO KIRKFIELD ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Kirkfield Road within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Kirkfield Road.

   All of Parcel "G" on Registered Plan 1013.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 3 & 4 ON PLAN 62R-14441
INTO MATTHEW DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Matthew Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Matthew Drive.

   Part of Lot 18, Concession 7, in the geographic township of Barton designated as Parts 3 & 4 on Plan 62R-14441.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 3 ON PLAN 62R-14585
INTO WINDRUSH CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Windrush Crescent within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Windrush Crescent.

   Part of Lot 8, Concession 6, in the geographic township of Barton designated as Part 3 on Plan 62R-14585.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 12
T103-52 (132) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Discharge of Outdoor Boulevard Cafe Agreement,
1 Wilson Street

(R-98-29)

RECOMMENDATION:

(a) That the Outdoor Boulevard Cafe Agreement for 1 Wilson Street, registered as Instrument No. 498214CD, be discharged;

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Outdoor Boulevard Cafe Agreement, registered as Instrument No. 498214CD, in a form satisfactory to the Law Department;

D. Lobo
Commissioner
Public Works and Traffic

pwe E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd

Discharge of Outdoor Boulevard Cafe Agreement
1 Wilson Street

cont'd...

BACKGROUND:

The owner of 1 Wilson Street has requested that the Encroachment Agreement between the City of Hamilton and the owner, for an Outdoor Boulevard Cafe, on the Hughson Street road allowance, dated 1989 March 13 and registered as Instrument Number 498214CD, be discharged. This Department has received the required fees and performed a site investigation which determined that the outdoor cafe is no longer in existence.

Since the cafe has been removed from the road allowance and the Treasury Department has been advised of the termination of the agreement, this Department has no objection to this request.

JKC:
cc: D. Arnott, Treasury Department

2(B)(iv)(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1998 June 12
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-98-30)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as in Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

per E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1998 June 30

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Webber Ave.	12 Webber Ave.	N. M. Afonso S. E. Noon	Steps encroaching by 0.26m X 0.91m	$185/20.	T103-50 (1349)
Fairleigh Ave.N.	20 Fairleigh Ave. N.	A. McGuigan	Steps encroaching by 0.70m X 1.50m	$185/20.	T103-50 (1338)

2(B)(iv)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
T103-50 (1352) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement 81 Stuart Street (R-98-33)

RECOMMENDATION:

That the application of Mission Services of Hamilton Inc., owner of 81 Stuart Street, to maintain a portion of the building measuring 1.60m x 14.70m, two concrete window wells measuring 1.30m x 1.0m and ornamental fence measuring 27.40m x 1.50m in height and landscaping measuring 27.40m x 3.00m, encroaching onto the road allowance of Stuart Street, be approved, subject to the following;

a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the applicant pay a first year fee $184 and a subsequent annual fee of $20.

D. Lobo
Commissioner
Public Works and Traffic

per: E. M. Gill, P. Eng.
Senior Director
Roads Division

cont'd...

Encroachment Agreement
81 Stuart Street

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See "above recommendation".

BACKGROUND:

A request has been received from Mission Services of Hamilton Inc., owner of 81 Stuart Street, to maintain a portion of the building measuring 1.60m x 14.70m, two concrete window wells measuring 1.30m x 1.0m and ornamental fence measuring 27.40m x 1.50m in height and landscaping measuring 27.40m x 3.00m, encroaching onto the road allowance of Stuart Street.

The owner converted the former Bayview Hotel into a home for battered women and requested the agreement to legalize the outstanding encroachments of the building and the window wells. The applicant is also requesting permission to landscape which will improve the aesthetics of the property and will utilize the ornamental fence as a safety barrier for children temporarily residing at the mission.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $184 and will pay an annual fee of $52 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

JKC:

cc: D. Arnott, Treasury Department

2(B)(iv)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 10
S710-04, M.P. Sabelli, C.E.T.
S714-09 P. Strong

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **1998 Servicing Expenditures Related to Subdivisions (R-98-27)**

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"James Mount Gardens - Phase 1", Hamilton

City's Share - $ 122,968.13, Owner's Share - $ 191,843.93

"Nash Orchards Heights South - Phase 1", Hamilton

City's share $ 45,697.80, Owner's share $1,184,094.64

be approved.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "James Mount Gardens - Phase 1", Hamilton and "Nash Orchards Heights South - Phase 1", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

cont'd...

cont'd...

d) In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of servicing in "James Mount Gardens - Phase 1" subdivision at an estimated cost of $ 122,968.13 and in "Nash Orchards Heights South - Phase 1" subdivision at an estimated amount of $ 45,697.80, respectively, be financed from the Reserve for Development Charges, Account Centre No. CH00212.

D. Lobo
Commissioner
Public Works and Traffic

for J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1998 projects related to subdivision expenditure, including this recommendation is $ 365,841.51. The 1998 Capital Budget includes a provision of $ 1,200,000.00 for the City's share of subdivision expenditures in 1998, composed of $ 800,000 from City's Share of Services Through Unsubdivided Lands - account centre no. CH 00203 and $ 400,000 from Reserve for Development Charges account centre no. CH 00212.

"James Mount Gardens - Phase 1"

The total estimated cost of the City's share of services to be approved at this time for "James Mount Gardens - Phase 1" is $ 122,968.13.

cont'd...

cont'd...

A portion of the City's share ($ 38,346.27) is for the required additional roadway width of Regina Drive, beyond the standard 8.5 metre roadway width and is recoverable through collection of City Development Charges. The remaining portion ($ 84,622.03) is the City's share of the road cost in accordance with the City's current cost sharing policy. This portion of the City's share is recoverable through an existing Subdivision Agreement with the owner of the lands on the south side of Regina Drive.

"Nash Orchard Heights South - Phase 1"

The total estimated cost of the City's share of services to be approved at this time for "Nash Orchards Heights South - Phase 1" is $ 45,697.80.

A portion of the City's share $16,299.44 is for the extra width of asphalt required on Webster Road and Nashville Circle and fencing and is recoverable through the collection of City Development Charges. The remaining portion of the City's share, $ 29,398.36 is the City's share of the road cost in accordance with the City's current cost sharing policy. This portion of the City's share is recoverable through future development with the owner of the lands on the east side of Nashville Circle.

BACKGROUND:

"James Mount Gardens - Phase 1"

On 1998 February 10, City Council in adopting Section 9 of the Third Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "James Mount Gardens", under the condition that the Owner, 900074 Ontario Inc. (Gordon Construction Company) enter into a subdivision agreement with the City of Hamilton. "James Mount Gardens - Phase 1" is a smaller portion of the original approved draft plan.

cont'd...

cont'd...

The Owner wishes to proceed with the development of "James Mount Gardens - Phase 1" at this time which will result in the creation of one (1) commercial block adjacent to Upper James, two (2) residential blocks for street townhouses and one (1) block and lot for future residential development.

Also, Phase 1 of "James Mount Gardens" will complete a roadway connection from Dicenzo Drive to the intersection of Regina Drive and Upper James Street.

The lands of "James Mount Gardens - Phase 1" are located on the east side of Upper James Street, north of Rymal Road East in the Ryckmans Planning Neighbourhood.

"Nash Orchards Heights South - Phase 1"

At its meeting of April 29, 1986 City Council approved the draft plan conditions for "Nash Orchards Heights South - Phase 1". The owner, 1257467 Ontario Inc., wishes to proceed with the development of "Nash Orchards Heights South - Phase 1" at this time.

The development of "Nash Orchards Heights South - Phase 1" will result in the creation of 208 Lots for single family residential construction with 3 Blocks of land for future single family residential development. The final plan also includes a Block for the creation of a Neighbourhood park, Block 209.

An estimate of costs has been prepared and it has been determined that there is City share for this development.

cont'd...

1998 Servicing Expenditures Related to Subdivisions (R-98-27)

cont'd...

As part of this subdivision the City will be cost sharing for the cost of certain services. A portion of the City's share of the total amount of $16,299.44 is for the extra width of asphalt on Webster Road and Nashville Circle and fencing and is non-recoverable in the future. A portion of the City's share, $ 29,398.36 is related to the installation of services which are recoverable in the future from the adjacent lands on Nashville Circle when the lands develop.

The lands of "Nash Orchards Heights South - Phase 1" are located east of Greenhill Avenue south of King Street East in the Gersholme Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

MPS/ps
(Attach.)

cc: Regional Environment Department
Att: J. Thoms
Att: G. Paparella

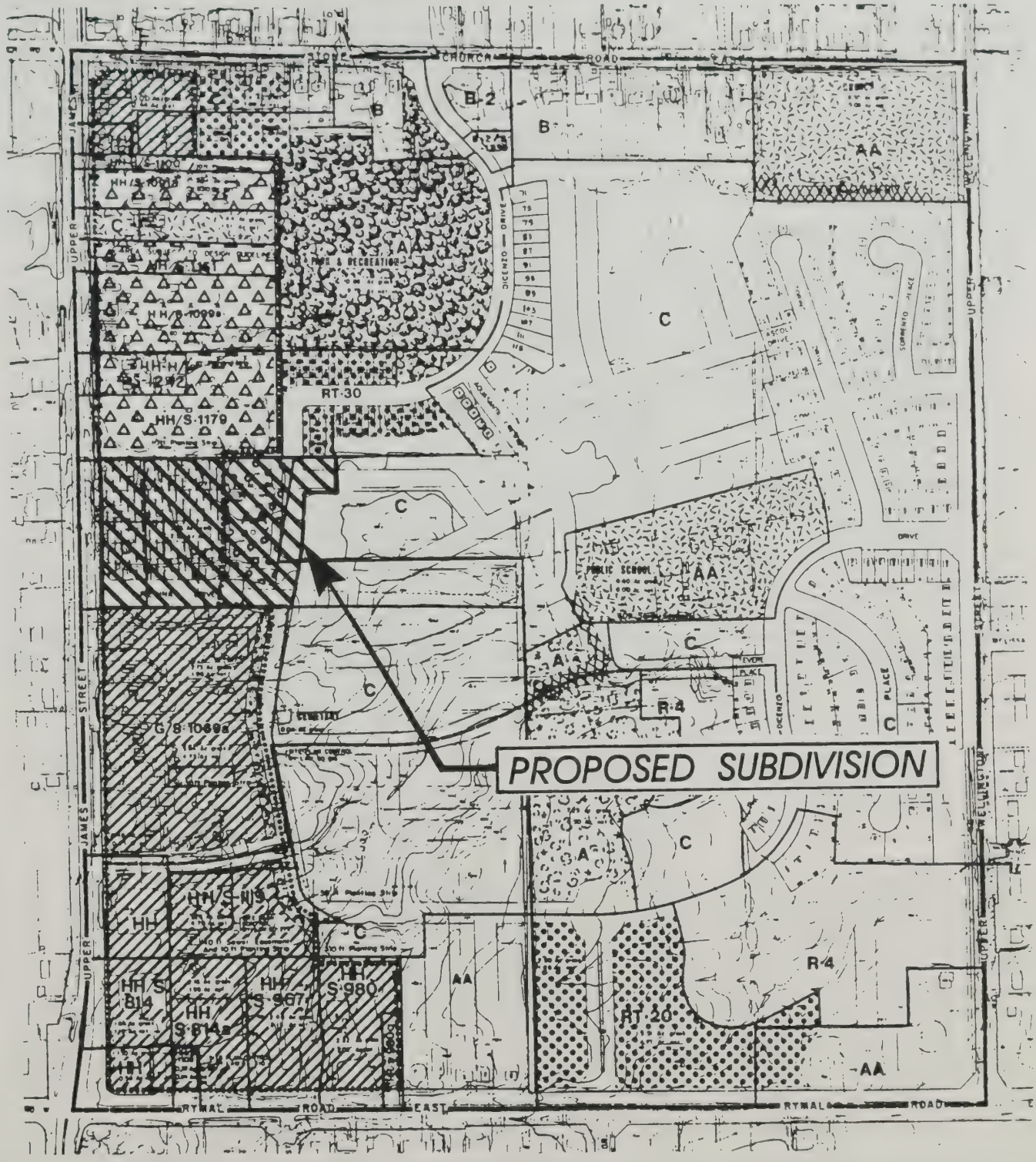
cc: City Treasury Department
Att: A.C. Ross
Att: N. Adhya

cc: Finance and Administration
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

1998 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"JAMES MOUNT GARDENS - PHASE 1"	1 LOT	COUNCIL	Catch Basins & Connections	$8,248.59	$0.00	$8,248.59		
900074 ONTARIO INC.	4 BLOCKS	98 FEB 10	Curbs & Sidewalks	$23,418.94	$0.00	$23,418.94		
PLANNING & ENGINEERING INITIATIVES LTD.	HAMILTON	P&D	Finished Roads	$46,827.89	$38,346.27	$85,174.16		
S.D. MCLAREN, O.L.S.		3-98	Sewers & Watermains	$0.00	$0.00	$0.00		
S710-04		SECTION 9	Seeding/Sodding	$2,325.90	$0.00	$2,325.90		
M.P. SABELLI, C.E.T.			Street Lighting	$3,762.54	$0.00	$3,762.54		
			Trees	$0.00	$0.00	$0.00		
			Street Sign	$38.00	$0.00	$38.00		
			TOTAL	$84,621.86	$38,346.27	$122,968.13	$191,843.93	$314,812.06
NASH ORCHARDS HEIGHTS SOUTH - PHASE 1	208 LOTS	COUNCIL	Catch Basins & Connections	$0.00	$0.00	$0.00		
1257467 ONTARIO INC.	3 BLOCKS	86 APR 29	Curbs & Sidewalks	$0.00	$0.00	$0.00		
ODAN DETECH GROUP	HAMILTON	P&D	Finished Roads	$10,605.80	$29,398.36	$40,004.16		
		16-86	Sewers & Watermains	$0.00	$0.00	$0.00		
S.D. MCLAREN, O.L.S.		ITEM 2	Seeding/Sodding	$0.00	$0.00	$0.00		
S714-09			Street Lighting	$0.00	$0.00	$0.00		
P. STRONG			Fencing	$0.00	$5,693.64	$5,693.64		
			Street Sign	$0.00	$0.00	$0.00		
			TOTAL	$10,605.80	$35,092.00	$45,697.80	$1,184,094.64	$1,229,792.44
TOTALS:				$95,227.66	$67,744.63	$162,972.29	$1,375,938.57	$1,538,910.86

- OVERSIZING EXPENDITURES are Non-Recoverable
- 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LEGEND

Proposed Subdivision

KEY PLAN

"JAMES MOUNT GARDENS" (Phase 1)- Hamilton

NORTH

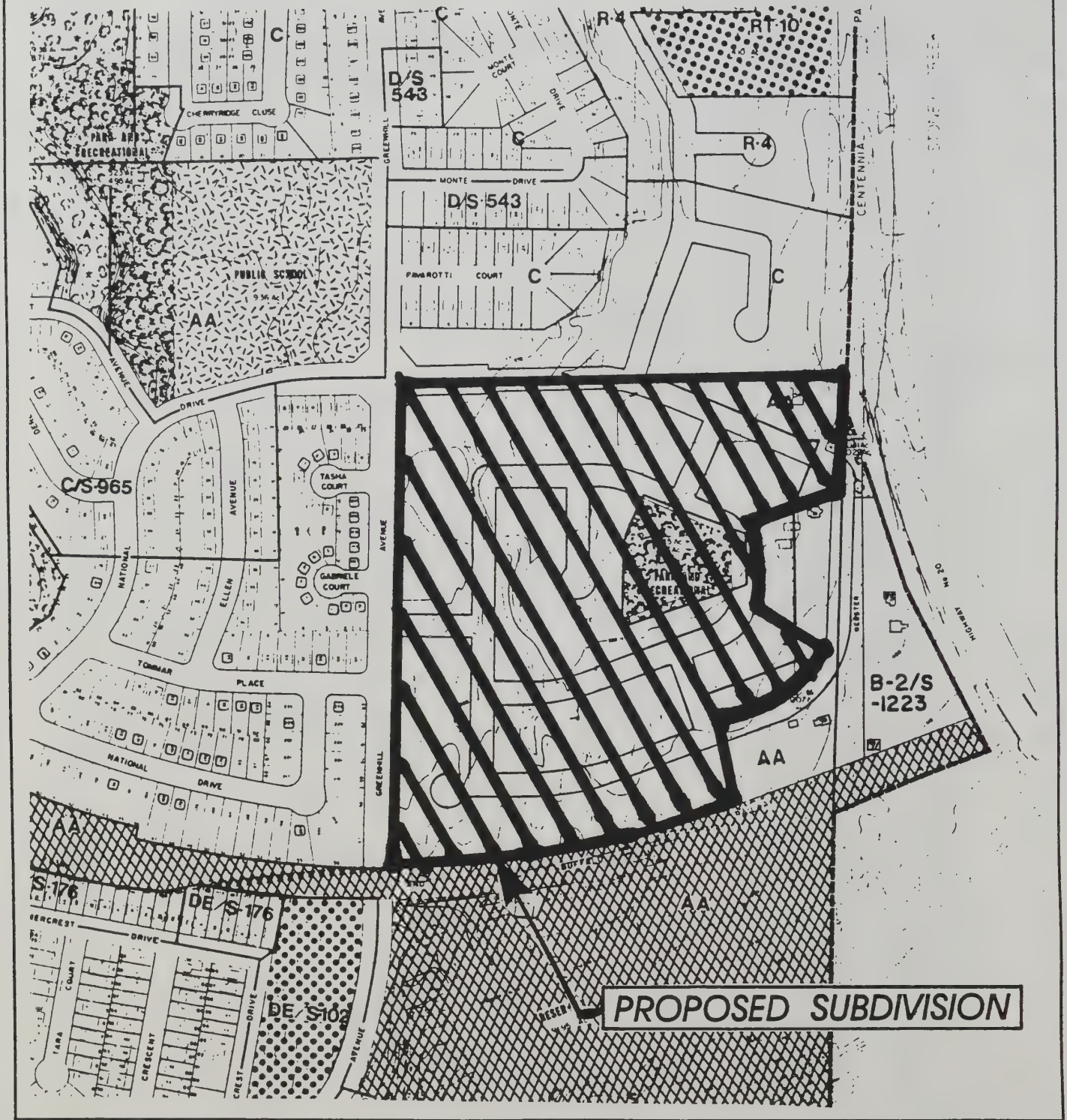
NOT TO SCALE

NEIGHBOURHOOD
RYCKMANS - Approved Plan

DATE
MAY 21, 1998

FILE No.
S 710-04

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division



LEGEND

Proposed Subdivision

KEY PLAN

Nash Orchards Heights South - Phase 1

NORTH

NOT TO SCALE

NEIGHBOURHOOD

GERSHOLME - Approved Plan

DATE	FILE No.
MAY 21, 1998	S714-09

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

2(BXivXg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 27
S701-73 P. Strong

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **"Draft Plan Approval for City Owned Lands, Albion Mills Estates", Hamilton (R-98-25)**

RECOMMENDATION:

That the Mayor and City Clerk be authorized and directed to sign the waiver for the approval of the draft plan conditions for, Albion Mills Estates Subdivision, dated April 30, 1998, Regional file 25T-97013.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financing costs associated with this report.

cont'd....

BACKGROUND:

At its meeting of June 24, 1997 the City of Hamilton approved Item 42 of the 7th Report of the Transport and Environment Committee, which authorized the Regional Environment Department to prepare and apply for draft plan approval of City owned lands, known as Albion Mills Estates subdivision.

The draft plan conditions, see Schedule 1 attached, have been compiled and prepared by the Regional Environment Department and are now ready for final approval once the City accepts these conditions for the draft plan of subdivision. This is accomplished by submitting the attached waiver to the Region signed by the land owners. The completion of the waiver allows for the finalization of the draft approval and states that the City will not request review by Regional Council pursuant to Section 7 of By-law No. R95-041.

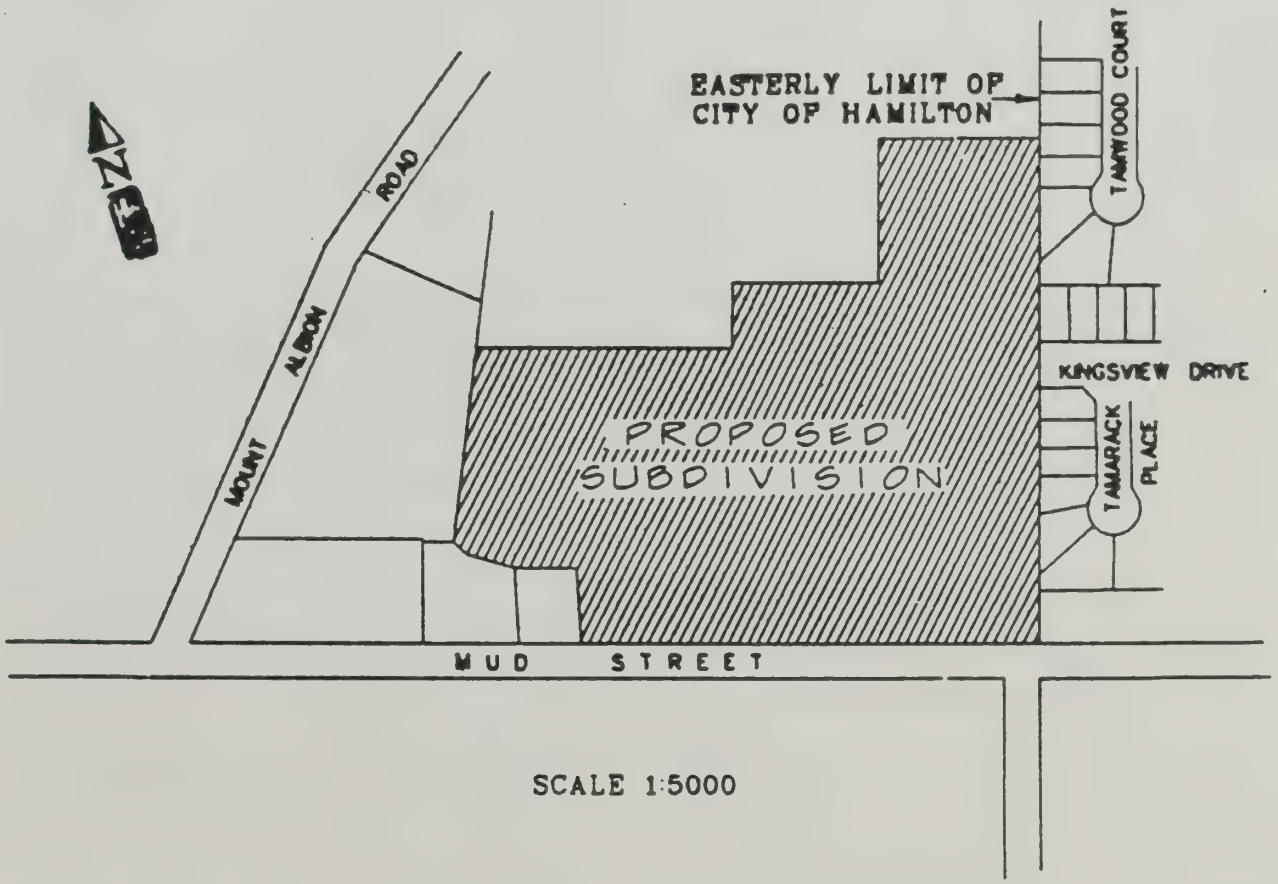
Conditions 1 to 23 inclusive are conditions imposed by the City of Hamilton which were previously approved by the Planning and Development Committee and City Council for this development.

Other draft plan conditions have been imposed on these lands by other commenting agencies and Departments such as the City of Stoney Creek, the Regional of Hamilton-Wentworth, the Hamilton Region Conservation Authority, the Niagara Escarpment Commission, Bell Canada and Canada Post. The conditions for this plan of subdivision are considered normal and standard conditions typical to other proposed developments within the City of Hamilton.

The lands of Albion Mills Estates are located on the north side of Mud Street and west of Upper Mount Albion Road in the Albion Falls Neighbourhood. (see attached plan)

EC/ps
cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary
cc: Regional Environment Department
Mr. Jim Thoms, Commissioner
cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

KEY PLAN :



SCALE 1:5000

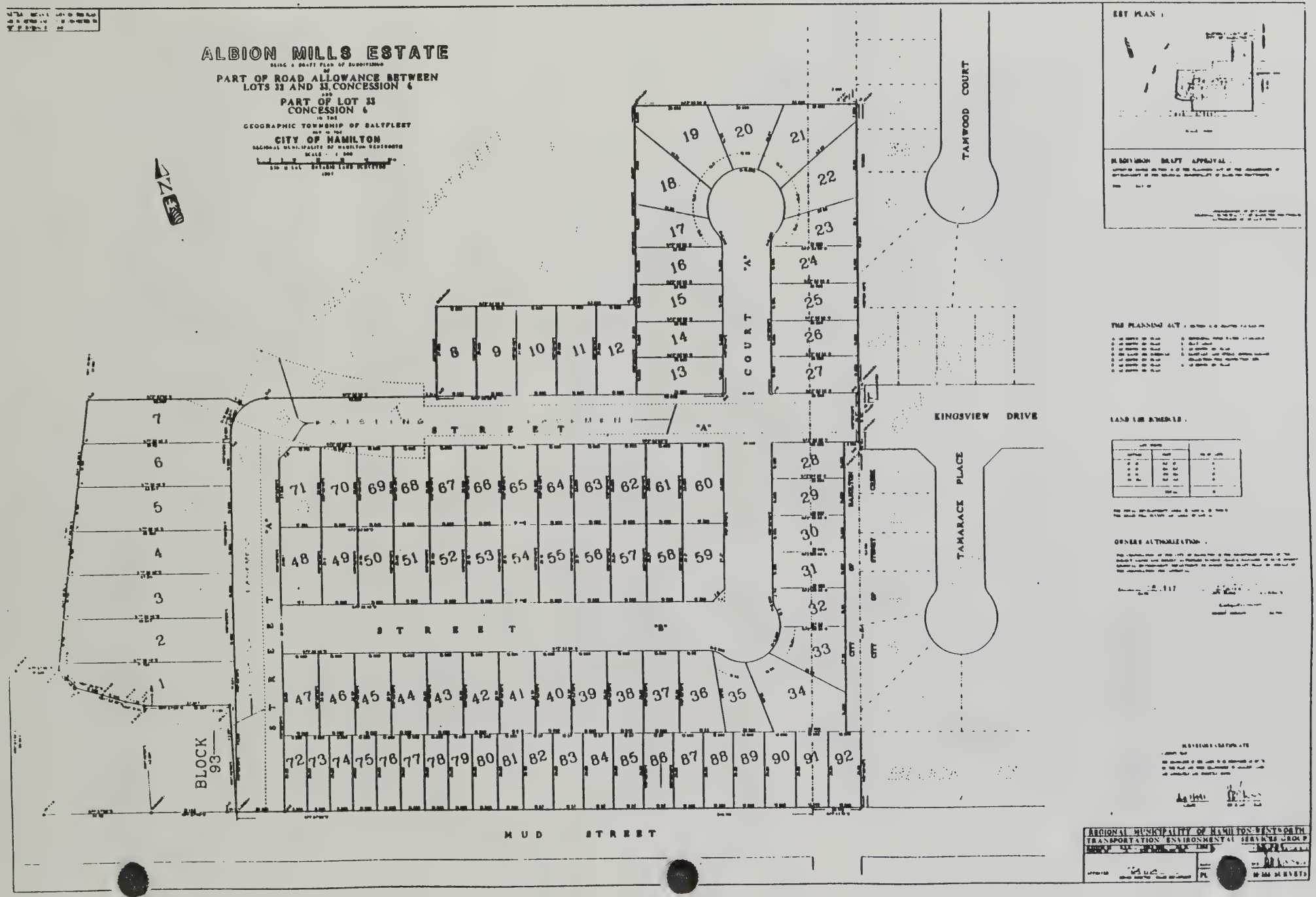
SUBDIVISION DRAFT APPROVAL :

APPROVED UNDER SECTION 51 OF THE PLANNING ACT BY THE COMMISSIONER OF ENVIRONMENT OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

THIS DAY OF

COMMISSIONER OF ENVIRONMENT
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
AUTHORIZED BY BY-LAW R95-041

25T-97013


ALBION MILLS ESTATE
PART OF ROAD ALLOWANCE BETWEEN LOTS 33 AND 34, CONCESSION 6
AND
PART OF LOT 33 CONCESSION 6
IN THE GEOGRAPHIC TOWNSHIP OF SALTFLEET
NOW IN THE CITY OF HAMILTON
COURT "A"
TAMWOOD COURT
KINGSVIEW DRIVE
TAMARACK PLACE
STREET "A"
STREET "B"
MUD STREET
BLOCK 93
1 2 3 4 5 6 7
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92

The Regional Municipality of Hamilton-Wentworth
Environment Department (Development Division)
35 King Street East
Main Floor
HAMILTON, Ontario
L8N 4A9

FAX 546-4364

Attention: A. Glazebrook

Dear Sir:

The proposal for draft approval of Subdivision 25T-97013, dated April 30, 1998, has been received. The conditions of draft approval are satisfactory and I wish to have the draft approval finalized by waiving my right to request review by Regional Council pursuant to Section 7 of By-law No. R95-041.

THE CORPORATION OF THE CITY
OF HAMILTON

_____
Mayor, R. Morrow

_____
City Clerk, J. J. Schatz

Date _____

SCHEDULE 1

As authorized by By-law No. R95-041, I, J.D. Thoms, hereby approve draft plan of subdivision, "Albion Mills Estate", by the City of Hamilton, owner, in the City of Hamilton, under Regional File No. 25T-97013, subject to the following conditions (1) to (47):

The City of Hamilton

(1) That this approval apply to the plan, prepared by Regional Municipality of Hamilton-Wentworth, on behalf of the City of Hamilton, and certified by Kin Lau, O.L.S., dated August 7, 1997, as red line revised, showing 92 lots for single detached dwellings, and a Block to be added to adjacent lands for future residential development; and,

(2) That the owner implement the preferred solution of the Montgomery Creek Stormwater Management Class Environmental Assessment to the satisfaction of the Commissioner of the Regional Environment Department; and,

(3) That a 2.0 metre x 2.0 metre daylight triangle be established on the corner lot on all "L" shaped streets; and,

(4) That Lots 1 to 7, inclusive not be developed until such time as the existing creek is relocated or is no longer required for drainage purposes to the satisfaction of the Commissioner of the Regional Environment Department; and,

(5) That Lots 1 to 7, inclusive, not be developed until such time as a noise feasibility study is submitted to the satisfaction of the Commissioner of Regional Environment Department and prepared by a qualified professional. The noise study is to contain an investigation of the noise levels impacting the proposed development, and the necessity for noise control measures.

Should the noise feasibility study demonstrate the potential for significant noise impacts, submission to the satisfaction of the Region of a detailed acoustical report prepared by a qualified professional, with said report containing the recommended noise control measures; and,

(6) That a physical barrier which prevents vehicular access to the City owned lands, external to the plan, be provided, at the cost of the developer, along Kingsview Drive on or adjacent to the City owned lands. The design and the construction is to be to the satisfaction of the City Engineer; and,

(7) That the Developer provide a 3.0 m wide granular trail between Kingsview Drive and the storm sewer outlet at Montgomery Creek. The design and construction be to the satisfaction of the Commissioner of the Public Works and Traffic Department; and,

(8) That the roof leaders not be connected to the storm sewer; and,

(9) That a chain link fence, minimum 1.5 in height, be provided and maintained along the rear of the Lots 8 to 21 inclusive, the westerly lot line of Lot 8 and the northerly lot line of Lot 7; and,

(10) That the final plan conform with the applicable provisions of the "B-2" (Suburban Residential, etc.) District, "C" (Urban Protected Residential, etc.) District and the "R-4" (Small Lot Single Family Dwelling) District in the City of Hamilton Zoning By-law No. 6593; and,

(11) That the owner provide the City of Hamilton with a certified list showing the net area and width of each lot and block and the gross area of the Subdivision in the Final Plan; and,

(12) That the owner make a cash payment in lieu of the conveyance of 5% of the land included in the plan to the City of Hamilton as provided for under section 51 of the Planning Act; and,

(13) That the owner shall erect a sign in accordance with Section XI of the subsequent Subdivision Agreement, prior to the issuance of a final release by the City of Hamilton; and,

(14) That the streets be named to the satisfaction of the City of Hamilton and the Region of Hamilton-Wentworth; and,

(15) That the lot lines of Lots 17 to 23, inclusive, and Lots 33 to 36, inclusive, be revised to the satisfaction of the Commissioner of the Public Works and Traffic Department; and,

(16) That the City of Stoney Creek be requested, and agree to lifting the 0.3 m reserve on the westerly end of Kingsview Drive (Agate street) shown as Block 42 on Plan 62M-399 in order to provide street access to this subdivision through Kingsview Drive and Paramount Drive in the City of Stoney Creek; and,

(17) That Lots 72 to 92, inclusive, not be allowed to develop until such time as Mud Street has been closed west of the intersection of Street "A" and the new Mud Street realigned to the south.

(18) That the streets be dedicated to the City of Hamilton as public highways in the final plan; and,

(19) That the owner prepare and submit a municipal street numbering plan to the satisfaction of the Director of Planning and Development Department; and,

(20) That such easements as may be required for utility or drainage purposes be granted to the appropriate authority; and,

(21) That prior to development, the Owner prepare and implement an erosion and sediment control plan to the satisfaction of the City of Hamilton and Hamilton Region Conservation Authority and that said plan comply with the following requirements:

(a) That all erosion and sediment control measures be installed prior to development, and maintained throughout the construction process, until all disturbed areas have been revegetated; and,

(b) That the Owner provide an inspection report prepared by a qualified professional engineer of all erosion and sediment control measures after each rainfall to the satisfaction of the Manager of Development, Regional Environment Department; and,

(c) That any disturbed area not scheduled for further construction within 45 days be provided with a suitable temporary mulch and seed cover within 7 days of the completion of that particular phase of construction; and,

(d) That all disturbed areas be revegetated with permanent cover immediately following completion of construction; and,

(22) That the Owner be required to enter into a subdivision agreement with the City of Hamilton prior to development of any portion of these lands; and,

(23) That the owner agree to satisfy all the requirements, financial and otherwise, of the City of Hamilton prior to the development of any portion of the lands; and,

<u>The City of Stoney Creek</u>

(24) That the barricades at the west end of the current section of Kingsview Drive in Stoney Creek shall remain in place until:

(a) the signalization of Mud Street at **the west leg of** Paramount Drive is completed, unless conditions no longer warrant such signalization,

(b) the servicing of Albion Mills Estates, including base course asphalt, is completed.

Regional Environment Department - Development

(25) That the owner satisfy all requirements, financial and otherwise, of the Region prior to the development of any portion of these lands to the satisfaction of the Commissioner of the Regional Environment Department.

(26) That the owner enter into a Regional Subdivision Agreement to the satisfaction of the Commissioner of the Regional Environment Department.

(27) That Kingsview Drive shall not be opened as a through traffic connection to Mud Street until Mud Street functions as a local residential street.

(28) That if the Albion Mills Estates plan is phased then phasing must recognize the restriction on construction traffic and through traffic as outlined in Conditions 24 and 27 in so far as it applies to each phase.

(29) That the development of Lots 72 to 92 inclusive shall provide for the cost of urbanization of the north half of Mud Street. The owner shall also front end the cost of urbanization of the south half of Mud Street should a cost contribution to the Municipality for the urbanization of the south half of Mud Street still be outstanding.

(30) That Lots 72 to 92, inclusive, not be allowed to develop until such time as Mud Street has been closed west of the intersection of Street "A" and the new Mud Street realigned to the south.

(31) That the developer shall provide construction access directly from Mud Street to the Region's satisfaction.

(32) That if Street "A" is to be connected to Mud Street prior to Mud Street being closed, the owner will implement the recommendations of a traffic study for the intersection design to the satisfaction of the Commissioner of Transportation.

(33) That the Subdivision Agreement shall ensure that the developer and subsequent home builders keep all streets free from dust and debris on a regular basis.

(34) That the owner retain the services of a qualified Professional Engineer to prepare a Noise Study for Noise Mitigation requirements for Lots 1 to 7, adjacent to the future North-South Freeway and that the owner implement all requirements of the Study to the satisfaction of the Commissioner of the Regional Environment Department.

(35) That the owner construct, at their own expense, a physical barrier along the rear of Lots 1 to 7 to the satisfaction of the Region.

(36) That the owner satisfy the requirements of the Environmentally Significant Area Impact Evaluation Group (ESAIEG), as endorsed by ESAIEG at its meeting of December 11, 1997.

(37) That the proponent shall carry out an archaeological assessment of the entire development property and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. No demolition, grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Citizenship, Culture & Recreation confirming that all archaeological resources concerns have met licensing and resource conservation requirements.

(38) That the developer provide a 3.0 metre wide granular trail between Kingsview Drive and the storm sewer outlet at Montgomery Creek for the maintenance of the existing storm and sanitary sewers. The design and construction be to the satisfaction of the Commissioner of the Regional Environment Department.

Hamilton Region Conservation Authority:

(39) That the applicant prepare and implement an Erosion and Sediment Control Plan for the subject property to the satisfaction of the Hamilton Region Conservation Authority. The approved plan will include the following:

(a) That all erosion and sediment control measures be installed prior to development and maintained throughout the construction process, until all disturbed areas have been revegetated;

(b) That all erosion and sediment control measures be inspected after each rainfall and maintained to the satisfaction of Authority staff;

(c) That any disturbed area not scheduled for further construction within 45-days be provided with a suitable temporary mulch and seed cover within 7-days of the completion of that particular phase of construction;

(d) That all disturbed areas be revegetated with permanent cover immediately following completion of construction.

(40) That a legal agreement between the Owner, Developer and the Region be prepared that will ensure adequate stormwater management is in place prior to the release of the subdivision lots.

Niagara Escarpment Commission:

(41) That a detailed Stormwater Management Plan shall be submitted for the approval of the Niagara Escarpment Commission. The Plan will give indication of how stormwater is to be conveyed, both on and off the parcel, with the objective being to minimize impact on the Escarpment environment.

(42) That a detailed Subdivision Lot Grading Plan with details concerning Sedimentation and Erosion Controls shall be submitted for the approval of the Niagara Escarpment Plan.

(43) That a Landscape Plan shall be submitted for the approval of the Niagara Escarpment Commission. Tree plantings shall reflect the native species found in the area.

Bell Canada:

(44) That Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.

(45) That the owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. If there are any conflicts with Bell Canada facilities or easements, the owner/developer shall be responsible for rearrangements or relocation;

Canada Post

(46) That the owner agrees to provide Canada Post facilities as required by Canada Post Corporation and to locate these facilities to the satisfaction of the City of Hamilton and Canada Post. The facilities are to be installed as part of the installation of Public Works

Commissioner of Environment

(47) That prior to the signing of the final plan, the Commissioner of Environment be advised by:

(i) the City of Hamilton that conditions (1) to (23), inclusive;

(ii) the City of Stoney Creek that conditions (24) to (29), inclusive;

(iii) the Regional Environment Department - Development Division that conditions (30) to (38) inclusive; and,

(iv) Hamilton Region Conservation Authority that conditions (39) and (40); and,

(v) Niagara Escarpment Commission that conditions (41) to (43); and,

(vi) Bell Canada that conditions (44) and (45); and,

(vii) Canada Post Corporation that condition (46),

have been carried out to their satisfaction with a brief but complete statement indicating how the condition has been satisfied.

NOTE: Pursuant to Section 51(32) of the Planning Act, draft approval shall lapse if the plan is not given final approval within three (3) years. However, extensions will be considered if a written request is received before the draft approval lapses, and the City of Hamilton concurs.

Signed: _____ Date: _____, 1998

J. D. Thoms, MCIP, RPP
Commissioner
Regional Environment Department

2(B)(V)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Alteration of Crockett Street Between Upper Gage Avenue and East 31st Street**

RECOMMENDATION:

1. That the proposed narrowing of Crockett Street from Upper Gage Avenue to East 31st Street from the existing width of 15.2m to 12.2m as shown on Appendix "A" be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.

2. That the Commissioner of Public Works and Traffic prepare the necessary By-law in a form satisfactory to the City Solicitor and advertised by the City Clerk.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

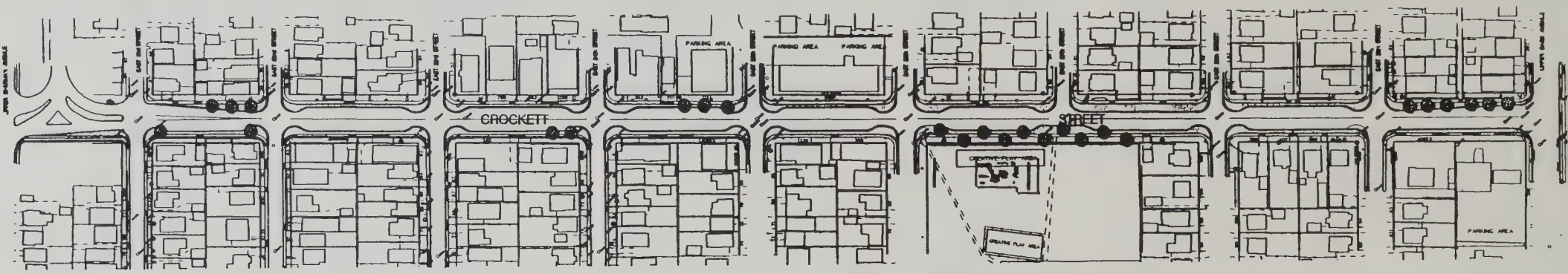
The estimate to reconstruct Crockett Street is $956,000 under the 1998 Road and Sidewalk Improvement Programme.

BACKGROUND:

A public meeting was held on May 27, 1998 at Peace Memorial School to present five options to the public for the reconstruction of Crockett Street. One option involved maintaining the existing road width of 15.2m while the other options involved a narrowing to 12.2m. The consensus reached with the fifty residents present was for the option shown as Appendix "A" attached.

The Municipal Act requires a roadway alteration to be advertised for four consecutive weeks in the Hamilton Spectator. A hand delivered letter advising of the publishing of the public notice will also be distributed to the properties on Crockett Street.

CFSRPM/rb
attach.



City of HAMILTON

Project	CROCKETT STREET RECONSTRUCTION	Date	JUNE 1998
		Scale	N.T.S.
Title	PROPOSED ALIGNMENT	Dwg. No.	1 OF 1

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: Declaration of Surplus Property/Sale of part of 1477 Upper James

RECOMMENDATION:

(a) (i) That the lands being Part of 1477 Upper James, being Parts 2 and 3, Plan 62R-12821, be declared surplus to the requirements of the City in accordance with Real Property Sales Procedural By-law 95-049; and,

(ii) That the Real Estate Division be authorized and directed to sell the subject property in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That an Offer to Purchase Parts 2 and 3, Plan 62R-12821 for the price of $2, executed by 900074 Ontario Inc. (Gordon Albini, Authorized Signing Officer), dated 1998 June 10 be accepted. The said transaction is scheduled to close on 1998 July 8. Funds derived from this sale be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iii) That the Purchaser acknowledges and agrees that Parts 2 and 3, Plan 62R-12821 shall not form part of any proposed land development until the registration on title of a Subdivision Agreement encompassing the said Parts 2 and 3 in accordance with the City's subdivision requirements at that time; and,

(iv) That the Purchaser also acknowledges and agrees that the City is conveying the herein described lands to 900074 Ontario Inc. to be laid out as a Public Highway and associated 1 foot reserve by a Plan of Subdivision prepared by the Purchaser known as James Mount Gardens - Phase 1 and said plan to be registered on or before 1998 July 23; and,

(v) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale;

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as lands not having direct access to a highway if sold to the owner of the abutting land are exempt from the appraisal requirement of Section 193 of the Municipal Act;

(c) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

J.B. Holbrook

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Where the City has determined that a property is available for sale (or other disposition), our Realty Sales By-law 95-049 states that a Council resolution shall also be passed to formally declare the property surplus to our municipal requirements.

The sum of $2 for the sale be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1997 February 10, City Council in adopting Section 9 of the 3rd Report of the Planning and Development Committee approved the proposed Draft Plan of Subdivision for "James Mount Gardens", under the condition that the Owner, 900074 Ontario Inc. (Gordon Construction Company) enter into a subdivision agreement with the City of Hamilton.

The Owner wishes to proceed with the development of "James Mount Gardens - Phase 1" (a small portion of the original approved draft plan) at this time which will result in the creation of one (1) commercial block adjacent to Upper James, two (2) residential blocks for street townhouses and one (1) block and lot for future residential development.

Also, Phase 1 of "James Mount Gardens" will complete a roadway connection from DiCenzo Drive to the intersection of Regina Drive and Upper James Street.

In order to facilitate the development of this subdivision the Owner will require road frontage abutting all the lands being developed. Subsequently, as Parts 2 and 3, Plan 62R-12821 abuts only City lands and the townhouse portion of this subdivision and are to form part of DiCenzo Road, it has been determined that rather than open the road by By-law the most expeditious way to have these lands comprise part of the public road system is to sell them to the abutting owner who will include the lands in his final subdivision plan. This subdivision plan will in turn set these lands out as dedicated road allowance and once the plan is approved and registered they will become a road.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

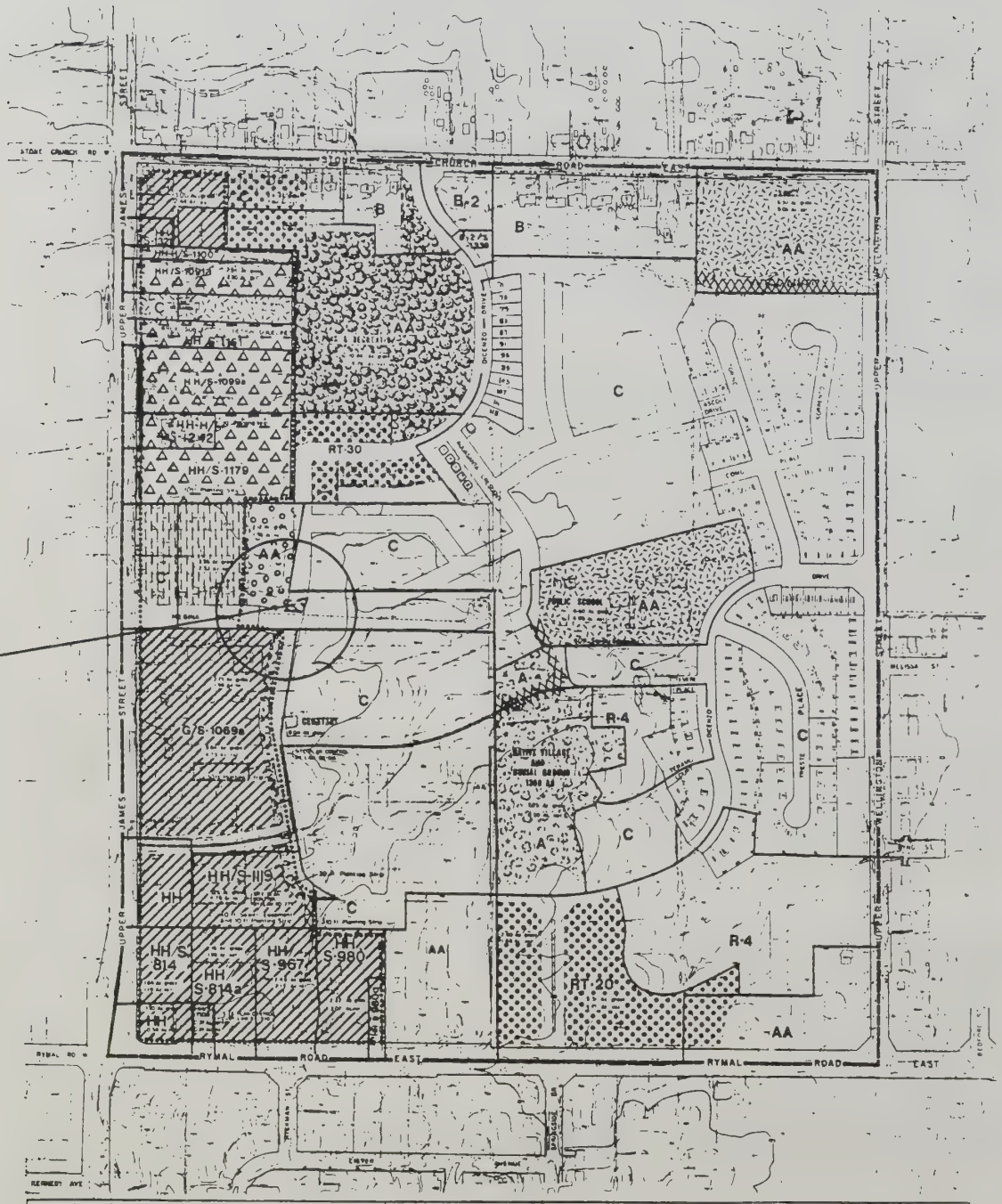
(a) Council in approving recommendation (a) of this report, has declared the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved Method of Notice to the Public in Real Property Procedural By-law No. 95-049, satisfactory notice has been given to the public of the intended sale of the subject road allowances;

(c) no appraisal of fair market value of the real property being sold was obtained as lands not having direct access to a highway if sold to the owner of the abutting land are exempt from the appraisal requirements of Section 193 of the Municipal Act.

KN/nw

c.c. Alderman T. Anderson, Alderman, Ward 7
Alderman B. Kelly, Alderman, Ward 7
P. Noé Johnson, City Solicitor
Attention: J. Davidson
A. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division
E. M. Gill, P. Eng., Senior Director, Roads Division



ubject
nds

Note: This is a GUIDE PLAN only and subject to change. For details contact The City Planning and Development Department.

LEGEND

- LIMIT OF DRAINAGE AREA
- EXISTING TRUNK SEWERS
- AREA SUBJECT TO URBAN DESIGN GUIDELINE
- TREED BOULEVARD
- URBAN DESIGN FEATURES

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & retail warehouse

- COMMERCIAL
- NEIGHB'D COMMERCIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary
Zoning Boundary

Approvals

Planning Committee JULY 8, 1986 Council JULY 22, 1986

Latest Revision Date JUNE 14, 1990

CITY OF HAMILTON
PLANNING DEPARTMENT

RYCKMANS

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

EXISTING POPULATION (1994) 811

2(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 22nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

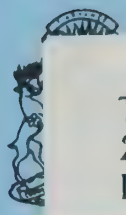
Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
May 8	Chairman, Transport and Environment Committee	Termination of Lease CleanSoils Ltd. - Eastport	1998 May 8
May 13	Commissioner of Public Works and Traffic	Town of Dundas - Parking Management Partership	1998 June 15

Kevin C. Christenson, Secretary
June 22nd, 1998

URBAN/MUNICIPAL
CA4 ON HBL A05
C5176
1998



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF SPECIAL MEETING

URBAN MUNICIPAL

JUL 29 1998

GOVERNMENT DOCUMENTS

Transport and Environment Committee
Wednesday, 1998 August 5
9:00 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA:

1. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   Proposed Alteration of Crockett Street from Upper Gage Avenue and East 31st Street

2. **ADJOURNMENT**

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 July 9

REPORT TO: J.J. Schatz, Secretary
Committee of the Whole

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Alteration of Crockett Street between Upper Gage Avenue and East 31st Street (T&E)**

RECOMMENDATION:

That City Council enact the attached By-law to alter the roadway of Crockett Street between Upper Gage Avenue and East 31st Street by narrowing the pavement from the existing width of 15.2m to 12.2m.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The proposed alteration of Crockett Street was approved by City Council on June 30, 1998, in adopting Item 46 of the 8th Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

RPM/rb
attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO ALTER CROCKETT STREET BETWEEN UPPER GAGE AVENUE AND EAST 31ST STREET BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Crockett Street is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 46 of the 8th Report of the Transport and Environment Committee on June 30, 1998, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Crockett Street as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Crockett Street between Upper Gage Avenue and East 31st Street, for the purpose of narrowing the travelled portion of the said street from the existing width of 15.2m to a width of 12.2m, as illustrated in Schedule "A" attached hereto.

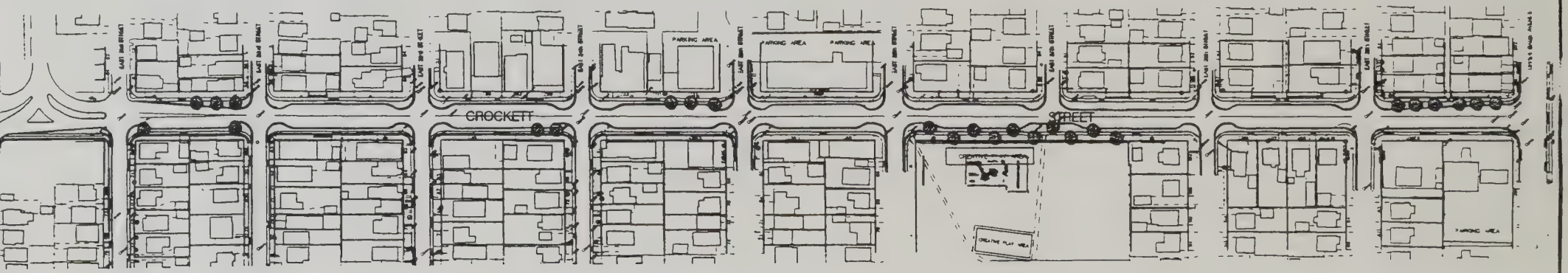
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1998.

CITY CLERK MAYOR

(1998) 8 R.T.E.C. 46, June 30

APPENDIX A



City of HAMILTON

Project	CROCKETT STREET RECONSTRUCTION
Title	PROPOSED ALIGNMENT
Date	JUNE 1998
Scale	N.T.S.
Dwg. No.	1 OF 1

Department of Public Works & Traffic
Streets & Sanitation Division, 4th Floor

City of
HAMILTON

71 Main Street West, Hamilton, Ontario, L8P 4Y5
Tel. (905) 546-2785/Fax (905) 546-3972
File: 98.1019

1998 July 22

NOTICE TO RESIDENTS

CROCKETT STREET BETWEEN UPPER GAGE AVENUE AND EAST 31ST STREET

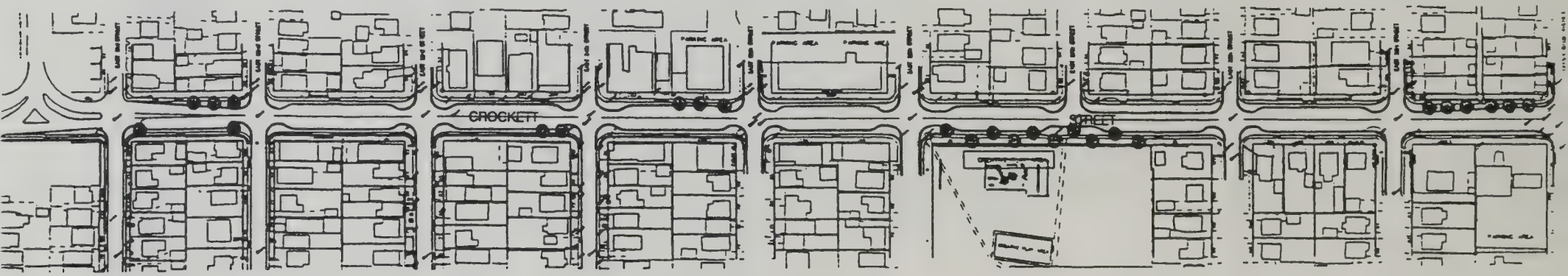
Please be advised there will be a public meeting of the Transport and Environment Committee on Wednesday, August 5, 1998 at 9:00 a.m. in Room 233, 2nd floor, City Hall. The purpose of the meeting is to hear any person who claims they will be affected by the proposed narrowing of Crockett Street from 15.2 to 12.2 m within the above limits. A reduced plan appears overleaf. A large scale plan may be seen in the Public Works and Traffic Department, 4th Floor, City Hall, 71 Main Street West, contact Reg Meiers, at 546-4297.

A copy of the formal public notice appears in the Hamilton Spectator on July 15, 21, 29 and August 4, 1998.

for D. Lobo
Commissioner
Department of Public Works & Traffic

RPM/rb

c.c. Alderman T. Jackson, Ward 6
c.c. Alderman B. Charters, Ward 6
c.c. T. Arnold, Traffic Division
c.c. D.Y. Onishi, Director, Design & Construction, Regional Transportation
c.c. K. Christenson, City Clerk's Department



City of HAMILTON

Project: CROCKETT STREET RECONSTRUCTION

Title: PROPOSED ALIGNMENT

Date: JUNE 19

Scale: N.T.

Dwg. No.: 1 OF

URBAN/MUNICIPAL
CA4 ON HBL AOS
C51T6
1998

URBAN MUNICIPAL

SEP 21 1998

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 September 21st
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2 **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Proposed Outdoor Boulevard Cafe - 49 King William Street

3. **OTHER BUSINESS**

Council Referral - Intersection Control
Julian Avenue and Roxborough Avenue

4. **ADJOURNMENT**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
6.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	1998 March 2nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	1998 March 2nd	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	1998 April 6	Ald. Wilson	Report Back
10.	Rental of Bay-King Property for a Municipal Parking Lot	1998 May 4	Commissioner Public Works and Traffic	Tabled for further information

Kevin C. Christenson, Secretary
September 21, 1998

2.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 10
T103-69 (52) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Outdoor Boulevard Cafe, 49 King William Street (R-98-40)

RECOMMENDATION:

That the application of N. Iskander, owner of 49 King William Street, to establish and maintain an Outdoor Boulevard Cafe in front of 49 King William Street, measuring 2.44m x 3.66m onto the King William Street road allowance, be denied.

D. Lobo
Commissioner
Public Works and Traffic

per: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from N. Iskander, owner of 49 King William Street to establish and maintain an Outdoor Boulevard Cafe on the King William Street road allowance encroaching by 2.44m x 3.66m. The proposed cafe would provide four (4) tables seating sixteen (16) patrons.

Cont'd...

Outdoor Boulevard Cafe
49 King William Street

Cont'd...

The site of the proposed cafe meets the criteria established for boulevard cafes with the exception of providing a two metre unobstructed pedestrian clearance. The applicant's proposal would provide a maximum clearance of 1.22m. There is also an existing tree located outside the limits of the proposed cafe further reducing the clearance for pedestrian traffic. Council policy regarding pedestrian traffic is to insure at least two metres of unobstructed walkway as approved in the Barrier Free Design Standards adopted by Council on 1994 October 25.

In order for the applicant to meet the Barrier Free Design Standards the limits of the proposed cafe must be reduced and the existing tree must be removed. The Department of Public Works and Traffic (Horticultural Division) has advised this Department that tree removal costs would be approximately $2,000. These costs are based on tree removal and restoration of the surrounding area to provide a safe environment for pedestrians. The associated costs would be the responsibility of the applicant.

On 1986 May 27, Council approved that fees for seasonal licences shall be based on a 10% return of fair market value of the licensed area (subject to review regularly), pro-rated for a six month period from May 1st to October 31st inclusively. All encroachments are to be removed during the remaining 6 month period. The proposed cafe would utilize 8.93 metres squared of public road allowance. The City of Hamilton Clerk's Department (Real Estate Division) has determined an annual fee of $72, based on the formula approved by Council on 1986 May 27 (10% of 50% of the fair market value). Payment of the annual fee will commence in May 2000.

On 1998 March 14, Council directed that the Commissioner of Transportation and the City Treasurer be authorized, where already paid, and to otherwise exempt all fees, except for the $50 registration fee, for active encroachments and outdoor patio cafe agreements within the downtown core of Hamilton bounded by Hunter Street, Cannon Street, Queen Street and Victoria Avenue whose applications are received between 1998 January 1 and 1999 September 1.

Should the Committee provide exemption from the Barrier Free Design Standards, it will be subject to the following conditions;

i) That the applicants enter into a Boulevard Cafe agreement in a form satisfactory to the Commissioner of Transportation and the City Solicitor;

Cont'd...

Outdoor Boulevard Cafe
49 King William Street

Cont'd...

ii) That the applicant pay the registration fee of $50 and beginning in May of 2000, an annual fee of $72.

iii) That the applicants provide proof of $5,000,000 public liability insurance, naming the City of Hamilton and the Region of Hamilton-Wentworth as added insureds and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iv) That the applicants occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times.

v) That the applicant be provided exemption from the Barrier Free Design Standards adopted by Council on 1994 October 25.

vi) That the applicant be responsible for costs pertaining to tree removal if required.

b) That the Mayor and City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the businesses and residents in the area, the affected municipal departments and public utility companies for comments and concerns. There were no objections from any utility companies or area residents and businesses, however, most municipal departments circularized were concerned about the inability to retain the required sidewalk clearance. Since the applicant's request is in contravention of the 1994 October 25 resolution this Department cannot support the application.

JKC:
cc: Mayor R. Morrow
cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: Alderman G. Copps, Chairperson Pathways Committee

3.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Four-Way Stop Control**
Intersection of Julian and Roxborough Avenues

DATE: 1998 July 9

Sub-joined is a copy of Section 8 of the Recommendations Report which Hamilton City Council at its meeting held 1998 July 7 referred to the Transport and Environment Committee.

JJS/KCC/mjw

"8. That no action be taken on the request for four-way stop control at the intersection of Julian Avenue and Roxborough Avenue."

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 June 24
File No. TEC-186-98 / Author: C. van Berkel

REPORT TO: J. J. Schatz, Secretary
Committee of the Whole

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Julian Avenue and Roxborough Avenue - Intersection Control (T&E)

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Julian Avenue and Roxborough Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Geraldine Copps has advised of a request from Mr. Glen Smith, 125 Julian Avenue, that four-way stop control be implemented at the intersection of Julian and Roxborough. Staff has also received the same request from Larry Henrech, 123 Julian Avenue, who has asked to appear as a delegation before the Transport and Environment Committee respecting this matter. The requests were most recently prompted by a hit and run collision which occurred on 1998 June 12.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Roxborough is required to stop for northbound and southbound traffic on Julian. Records indicate that this intersection has experienced an average of less than one reported collision per year over the past eight years. This is a good collision record for this type of intersection. A recent site investigation has revealed that the existing stop signs on Roxborough at Julian are well located and readily visible. The details of the recent hit and run collision are not yet available as the matter is still under Police investigation.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way of the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

Presently, northbound and southbound traffic on Julian is required to stop at four of the five intersection between Dunsmure and Barton. Staff would consider an additional stop at Roxborough to be over-restrictive and unnecessary.

Staff has assessed this request and has its usual concerns respecting the use of all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental effects and stop signs have no affect on the speed or volume of traffic, and unwarranted stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

For the above reasons, staff does not support the request for four-way stop control at the intersection of Julian and Roxborough.

CVB/MBH/klk

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 September 21st
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

(i) Adoption of the minutes of the Transport and Environment Committee meeting held 1998 June 22nd

(ii) Adoption of the minutes of the Transport and Environment Committee meeting held 1998 August 5th

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) East side of McIntosh Avenue, south of Stone Church Road West - Parking Regulations

(b) No. 78 Clinton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 280 Cope Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 93 Gertrude Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) North side of King William Street, east of James Street North - Parking Regulations

(f) South side of Limeridge Road East, east of West 5th Street - Parking Regulations

(g) Dead End of Cheever Street, north of Burton Street - Parking Regulations

(h) No. 1064 Cannon Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) No. 342 John Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersections of Artistic Boulevard and Paris Avenue and Artistic Boulevard and Embassy Drive - Intersection Control

(b) Intersection of Brigade Drive and Bastille Street

iii. **Miscellaneous**

(a) Neighbourhood Watch Program for the Quinndale Neighbourhood

(b) Neighbourhood Watch Program for the Macassa Neighbourhood

iv. **City Engineer**

(a) Banner Application - 900 CHML Hometown Radio

(b) To incorporate certain City land into various streets by By-laws

(c) 1998 Servicing Expenditures Related to Subdivisions

(d) Encroachment Agreements

v. **Public Works Division**

Construction of Concrete Sidewalk on the East Side of Main Street West Along the Frontage of 1898 Main Street West

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1998 June 22nd
9:30 o'clock a.m.
Room 233, City Hall

1(A)(i)

The Transport and Environment Committee met.

Present:

Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present:

Alderman M. Caplan
Alderman D. Haining
B. Price, Hamilton Safety Council
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic Department
R. Meiers, Public Works and Traffic Department
C. Firth-Eagland, Public Works and Traffic Department
G. Aston, Roads Department
V. Abraham, Director of Planning and Development
K. Extance, Planning and Development Department
M. Watson, City Clerk's Department
I. Jennings, Canadian Waste Services inc.
K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Proposed Traffic Calming Plan for Albright Road between Quigley Road and Mount Albion Road**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

There were no members of a delegation present to speak to this issue.

Following discussion, The Committee approved the following recommendation:

(a) That City Council enact the by-law to alter the roadway of Albright Road between Quigley Road and Mount Albion Road, for the purpose of implementing an experimental traffic calming plan, by narrowing the pavement from the existing width which varies from 7.9 metres to 13.0 metres to a width varying from 4.9 metres to 13.0 metres; and,

(b) That the existing all-way stop control at the intersection of Albright Road and Montmorency Drive be removed (in accordance with the installation of a "mini-circle" and corner radius improvements), and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(c) That staff be directed to report back to the Transport and Environment Committee on the effectiveness of this plan in approximately one year after the implementation of the traffic calming measures.

(b) **Proposed Sale: Closed Portion of Dulgaren Street from the future east limit of Eaglewood Drive, easterly approximately 62 meters**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

There were no members of a delegation present to speak to this issue.

Following brief discussion, the Committee approved the following recommendation:

That the appropriate by-law, prepared to the satisfaction of the City Solicitor, to sell a portion of Dulgaren Street as closed by Judge's Order designated as Parts 2, 3 and 4 on Plan 62R-14087 be enacted by Council.

(c) **Napier Street between Pearl Street North and Ray Street South Parking Regulations - Alderman M. Kiss**

The Committee was in receipt of a report dated 1998 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Ms. M. Kreitzler, 185 Napier Street and Ms. M. Gault, 193 Napier Street appeared before the Committee in support of the request for "Parking Permit" regulations for the south side of Napier Street.

Following discussion, the Committee approved the following recommendation:

That a "Permit Parking" regulation be implemented on a one year trial basis, on the south side of Napier Street between Pearl Street North and a point 191 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1998 May 4th were adopted as circulated to the Committee.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 2 Southview Place**
Request to Rescind the By-law Entry for a
Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing by-law entry allowing for a "Permit Parking" regulation on the south side of Paul Street commencing at a point 36 feet west of Southview Place and extending to a point 22 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 46 Mars Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Mars Avenue commencing at a point 107 feet east of Douglas Street and extending to a point 19 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 146 Picton Street East**
Request to a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East commencing at a point 286 feet east of Mary Street and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Dwayne Smith, No. 146 Picton Street East.

(d) **No. 7 Land Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 March 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Land Street commencing at a point 82 feet east of Wentworth Street North and extending to a point 19 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. David Byron, No. 7 Land Street.

(e) **Lottridge Street between Barton Street East and Edward Street**

The Committee was in receipt of a report dated 1998 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Lottridge Street between Barton Street East and Edward Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Cranbrook Drive between Greendale Drive and Garrow Drive**

The Committee was in receipt of a report dated 1998 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Cranbrook Drive between Greendale Drive and Garrow Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 36 Douglas Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Douglas Street commencing at a point 25 feet south of Keith Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Alice Thibeault, No. 36 Douglas Street.

(h) **No. 63 Francis Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 175 feet west of Cheever Street and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Dorothy Brimner, No. 63 Francis Street.

(i) **No. 184 Homewood Avenue, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Homewood Avenue commencing at a point 410 feet east of Dundurn Street South and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Phyllis Bendig, No. 184 Homewood Avenue.

(j) **Both sides of Jameston Avenue, west of Upper James Street**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Jameston Avenue, commencing at Upper James Street and extending to a point 270 feet westerly therefrom, and on the south side of Jameston Avenue, commencing at Upper James Street and extending to a point 227 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Wheelchair Loading Zone on High Street adjacent to Sherwood Heights School**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of High Street commencing at a point 65 feet north of the north curb line of Sherwood Rise and extending 52 feet northerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Lottridge Street between Barton Street East and Edward Street**

The Committee was in receipt of a report dated 1998 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Lottridge Street between Barton Street East and Edward Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Cranbrook Drive between Greendale Drive and Garrow Drive**

The Committee was in receipt of a report dated 1998 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Cranbrook Drive between Greendale Drive and Garrow Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 36 Douglas Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Douglas Street commencing at a point 25 feet south of Keith Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Alice Thibeault, No. 36 Douglas Street.

(h) **No. 63 Francis Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 175 feet west of Cheever Street and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Dorothy Brimner, No. 63 Francis Street.

(i) **No. 184 Homewood Avenue, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Homewood Avenue commencing at a point 410 feet east of Dundurn Street South and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Phyllis Bendig, No. 184 Homewood Avenue.

(j) **Both sides of Jameston Avenue, west of Upper James Street**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Jameston Avenue, commencing at Upper James Street and extending to a point 270 feet westerly therefrom, and on the south side of Jameston Avenue, commencing at Upper James Street and extending to a point 227 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Wheelchair Loading Zone on High Street adjacent to Sherwood Heights School**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of High Street commencing at a point 65 feet north of the north curb line of Sherwood Rise and extending 52 feet northerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **West side Montmorency Drive, south of Haskins Court**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Montmorency Drive, commencing at a point 79 feet south of Haskins Court and extending to a point 38 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **No. 21 Vansitmart Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 June 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Vansitmart Avenue commencing at a point 230 feet west of Harmony Avenue and extending to a point 22 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Audra Barnes, No. 21 Vansitmart Avenue.

(n) **No. 11 Ferndale Avenue**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 June 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a fulltime "Wheelchair Loading Zone" regulation be implemented on the east side of Ferndale Avenue commencing at a point 121 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 50 Somerset Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Somerset Avenue commencing at a point 139 feet west of Barnesdale Avenue North and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 9 East 22nd Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of East 22nd Street commencing at a point 216 feet south of Concession Street and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Kelly Ann Barker, No. 9 East 22nd Street.

(q) **No. 12 Arthur Avenue North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Arthur Avenue North commencing at a point 120 feet north of King Street East and extending to a point 18 feet northerly therefrom, and on the west side of Arthur Avenue North commencing at a point 116 feet north of King Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Raymond Frazer, No. 12 Arthur Street North.

(r) **No. 59 Keith Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 164 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Matthew Speare, No. 59 Keith Street.

(s) **Ferguson Avenue North between King Street East and King William Street**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing three hour parking meters on the both sides of Ferguson Avenue North from King Street North to King William Street be replaced with a "No Parking Anytime" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(t) **North side of Inverness Avenue, east of Upper Wellington Street**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Stopping Anytime" regulation on the north side of Inverness Avenue from Upper Wellington Street to a point 103 feet easterly therefrom be shortened such that the regulation extends to a point 45 feet east of Upper Wellington Street; and,

(b) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of Inverness Avenue commencing at a point 45 feet east of Upper Wellington Street and extending to a point 42 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(u) **Apartment Building at No. 990 King Street West Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, three Time Limit Exemption Permits to each of the first three eligible applicants residing in the apartment building at No. 990 King Street West.

(v) **Hughson Street North between MacAuley and Picton Street East**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Hughson Street North between MacAuley Street East and Picton Street East be shortened such that the regulation commences at MacAuley Street East and extends to a point 212 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) That the maximum number of permits allowed to be issued be reduced from 14 to 8.

(w) **Barton Street West between Locke Street North and Crooks Street**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing full-time "No Parking" regulation on both sides of Barton Street West between Locke Street North and Crooks Street be removed; and,

(b) That a full-time "No Stopping" regulation be implemented on the north side of Barton Street West commencing at Locke Street North and extending to a point 105 feet easterly therefrom; and,

ii. **Intersection Control**

(a) **Intersection of Claudette Gate and Roland Road**

The Committee was in receipt of a report dated 1998 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Roland Road be required to stop for eastbound and westbound traffic on Claudette Gate, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Hillyard Street and Munroe Street**

The Committee was in receipt of a report dated 1998 June 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Hillyard Street and Munroe Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Abbot Drive and Indian Crescent**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Indian Crescent be required to stop for northbound and southbound traffic on Abbot Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersections of Glenholme Avenue and Lucerne Avenue and Lucerne Avenue and Summerhill Avenue**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersections of Glenholme Avenue and Lucerne Avenue and Lucerne Avenue and Summerhill Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Removal of Pavement Markings using Pressurized Spray**

The Committee was in receipt of a report dated 1998 May 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to M & M Painting and Sandblasting, Cayuga, Ontario, for the provision of contractual services for the removal of traffic pavement markings during 1998 as and when required by the Traffic Division of the Public Works and Traffic Department, being the lowest acceptable bid received in accordance with the specifications issued by the Purchasing Division, and that the estimated expenditure of $70,000 be financed through the Traffic Hired Equipment/Services Clearing Contractual Account No. CH56364-75999.

(b) **Slot Cutting of Roadway and Traffic Signal Detection Wire Installation - Contract Award**

The Committee was in receipt of a report dated 1998 May 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to D & D Diamond Cutting and Coring Inc., Wainfleet, Ontario, for the provision of contractual services for slot cutting and traffic signal detection wire installation during 1998, 1999 and 2000, as and when required by the Traffic Division of the Public Works and Traffic Department, being the lowest acceptable bid received in accordance with the specifications issued by the Purchasing Division, and that the estimated expenditure of $75,000 be financed through the Traffic Hired Equipment/Services Clearing Contractual Account No. CH56364-75999.

(c) **West side of Grandville Avenue, south of Violet Drive - Driveway Clearance**

The Committee was in receipt of a report dated 1998 May 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "No Stopping" driveway clearance be implemented on the west side of Grandville Avenue, commencing at a point 164 feet south of Violet Drive and extending to a point 122 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **West side of West Avenue South, south of King Street East Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1998 May 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" be implemented on the west side of West Avenue South commencing 50 feet south of King Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Neighbourhood Watch Program for the Rushdale Neighbourhood**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Rushdale Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Rushdale Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH55301-75030.

(f) **Duke Street between James and MacNab Streets - Parking Meter Duration**

The Committee was in receipt of a report dated 1998 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the duration of the existing parking meters on the south side of Duke Street between James Street South and MacNab Street South, be changed from one hour to two hours, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Parking Regulations on Lawson Street adjacent to St. Cecilia School**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Lawson Street commencing at a point 203 feet north of Folkstone Avenue and extending 40 feet northerly be replaced with a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Wheelchair Loading Zone on East 18th Street adjacent to G. L. Armstrong School**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of East 18th Street commencing at a point 226 feet south of Concession Street and extending 40 feet southerly therefrom, and the City Traffic By-law No. 89-72 be amended accordingly.

(i) **L. A. Bats - Outdoor Patio Cafe - Municipal Parking Lot**

The Committee was in receipt of a report dated 1998 June 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

iv. **City Engineer**

(a) **Earthsong**

The Committee was in receipt of a report dated 1998 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Creative Arts to temporarily close Longwood Road North, Paradise Road and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Wednesday 1998 July 1 at 9:00 o'clock a.m. to Sunday 1998 July 5 at 12:00 o'clock midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City Engineer and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the City Engineer.

(b) **To Incorporate certain City land into various streets by By-laws**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Acadia Drive	Part 7	62R-10529
Brigadoon Drive	Parts 1	62R-14552
Chipman Avenue	Parts 1 and 2	62R-14551
Dicenzo Drive	Part 13	62R-13294
Kirkfield Road	Parcel "G"	R.P. 1013
Matthew Drive	Parts 3 and 4	62R-14441
Windrush Drive	Part 3	62R-14585

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,

(c) That the City Engineer be authorized and directed to register the by-laws.

(c) **Discharge of Outdoor Boulevard Cafe Agreement - 1 Wilson Street**

The Committee was in receipt of a report dated 1998 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Outdoor Boulevard Cafe Agreement for No. 1 Wilson Street, registered as Instrument No. 498214CD, be discharged; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Outdoor Boulevard Cafe Agreement, registered as Instrument No. 498214CD, in a form satisfactory to the Law Department.

(d) **Encroachment Agreements**

The Committee was in receipt of a report dated 1998 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as listed below, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and City Engineer to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees be set for the encroachments as follows:

Location and Municipal Address	Owner	Type of Encroachment	First Year/ Annual Fee
12 Webber Avenue	N.M. Afonso S.E. Noon	Steps encroaching by 0.26m x 0.91m	$185/20
20 Fairfleigh Avenue North	A. McGuigan	Steps encroaching by 0.70m x 1.50m	$185/20

(e) **Encroachment Agreement - No. 81 Stuart Street**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Mission Services of Hamilton Inc., owner of No. 81 Stuart Street, to maintain a portion of the building measuring 1.60m x 14.70m, two concrete window wells measuring 1.30m x 1.0m and ornamental fence measuring 27.40m x 1.50m in height and landscaping measuring 27.40m x 3.00m, encroaching onto the road allowance of Stuart Street, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and City Engineer to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $20.

(f) **1998 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1998 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be approved, for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"James Mount Gardens - Phase 1", Hamilton
City's Share - $ 122,968.13, Owner's Share - $ 191,843.93

"Nash Orchards Heights South - Phase 1", Hamilton
City's Share $ 45,697.80, Owner's Share $1,184,094.64; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "James Mount Gardens - Phase 1", Hamilton and "Nash Orchards Heights South - Phase 1", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of servicing in "James Mount Gardens - Phase 1" subdivision at an estimated cost of $ 122,968.13 and in "Nash Orchards Heights South - Phase 1" subdivision at an estimated amount of $ 45,697.80, respectively, be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(g) **Draft Plan Approval for City Owned Lands, Albion Mills Estates"**

The Committee was in receipt of a report dated 1998 April 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Mayor and City Clerk be authorized and directed to sign the waiver for the approval of the draft plan conditions for, Albion Mills Estates Subdivision, dated 1998 April 30, Regional File No. 25T-97013.

v. **Public Works Division**

Proposed Alteration of Crockett Street between Upper Gage Avenue and East 31st Street

The Committee was in receipt of a report dated 1998 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the proposed narrowing of Crockett Street from Upper Gage Avenue to East 31st Street from the existing width of 15.2m to 12.2m as shown on Appendix "A", attached hereto, be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and,

(b) That the Commissioner of Public Works and Traffic prepare the necessary by-law in a form satisfactory to the City Solicitor and advertised by the City Clerk.

C. <u>CITY CLERK</u>

Declaration of Surplus Property/Sale of part of 1477 Upper James

The Committee was in receipt of a report dated 1998 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) (i) That the lands being Part of No. 1477 Upper James, being Parts 2 and 3, Plan 62R-12821, be declared surplus to the requirements of the City in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(ii) That the City Clerk be authorized and directed to sell the subject property in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That an Offer to Purchase Parts 2 and 3, Plan 62R-12821 for the price of $2, executed by 900074 Ontario Inc. (Gordon Albini, Authorized Signing Officer), dated 1998 June 10 be accepted. The said transaction is scheduled to close on 1998 July 8. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iii) That the Purchaser acknowledges and agrees that Parts 2 and 3, Plan 62R-12821 shall not form part of any proposed land development until the registration on title of a Subdivision Agreement encompassing the said Parts 2 and 3 in accordance with the City's subdivision requirements at that time; and,

(iv) That the Purchaser also acknowledges and agrees that the City is conveying the herein described lands to 900074 Ontario Inc. to be laid out as a Public Highway and associated 1 foot reserve by a Plan of Subdivision prepared by the Purchaser known as James Mount Gardens - Phase 1 and said plan to be registered on or before 1998 July 23; and,

(v) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as lands not having direct access to a highway if sold to the owner of the abutting land are exempt from the appraisal requirement of Section 193 of the Municipal Act; and,

(c) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the by-law.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

The Committee was in receipt of an information report dated 1998 June 22 from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
June 17/98	Ontario Trucking Association	Trucking Industry in Ontario	June 30th
June, 1998	Rail Ways to the Future	On Track for Reduced Emissions - A Provincial Leadership Strategy	July 8th

3. **DIRECTOR OF PLANNING AND DEVELOPMENT**

Canadian Waste Services Inc.
245 Lottridge Street/Industrial Section "C"
Application for an Amendment to Certificate
of Approval No. A100130 for a Waste Disposal Site (Transfer)

The Committee was in receipt of a report dated 1998 June 8 from the Director of Planning and Development and the Chief Administrative Officer respecting the subject matter.

Alderman Morelli and Haining raised concerns about the impact of the present operation on the adjacent neighbourhood. Both Aldermen indicated that they were strongly opposed to the application.

Mr. Jennings of Canada Waste Services Inc. responded to questions respecting the present operation and impact of the future operations subject to the C. of A. approval.

Following considerable discussion, the Committee approved the following amended recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton objects to the proposed Amendment to Certificate of Approval No. A100130, Canadian Waste Services Inc., No. 245 Lottridge Street; and,

(b) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton is concerned about the operational practices and procedures of Canadian Waste Services Inc. at their facility located at No. 245 Lottridge Street and the impacts on the adjacent neighbourhood and recommends the following:

(i) That the Company be required to make all reasonable effort to ensure all incoming and outgoing truck vehicles to and from the site will be directed to access and exit the site exclusively from Landsdowne Avenue or from the northerly portion of Lottridge Street, north of the east-west CNR tracks; and,

(ii) That the Company be required to ensure that an appropriate waste deodorizer be applied on all waste piles, regardless of the presence of odours, at a minimum at the end of every day and on a more frequent basis during the day as climatic conditions dictate; and,

(iii) That the Company be required to ensure that at all times rodent traps/bait locations are established on the site and are fully operational on a continuing basis; and,

(iv) That the appropriate MOE staff review the current dollar value of the Financial Assurance posted by Canadian Waste Services Inc. with the Ministry of the Environment ($95,000) to ensure that the Financial Assurance covers the costs associated with:

(1) hauling, treating and disposing of the waste materials; and,
(2) dismantling and disposal of equipment or other facilities; and,
(3) excavation and disposal of contaminated soil, if necessary; and,
(4) site rehabilitation; and,

(c) That staff of the By-law Services Section of the Department of Public Works and Traffic undertake a regular and on-going review of the waste management operation at No. 245 Lottridge Street and issue appropriate charges upon violations, particularly in regard to litter and mud-tracking of vehicles onto public streets; and,

(d) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton is concerned about the inability of the Ministry to enforce its regulations and conditions relating to its Certificates of Approval.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **PUBLIC WORKS DIVISION**

(a) **Periodic Flooding of Beach Strip Roads Abutting the QEW**

The Committee was in receipt of a report dated 1998 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic prepare proposals to address the periodic flooding of streets on Hamilton Beach adjacent to the QEW for the consideration of the Transport and Environment Committee and inclusion in the 1999 Capital Budget deliberations; and,

(b) That the Commissioner of Public Works and Traffic initiate discussions with the Ministry of Transportation and the Region of Hamilton-Wentworth to determine the potential and scope of the Ministry's and Region's participation in the recommended solution for the periodic flooding of beach strip roads adjacent to the QEW.

(b) **Alternate Methods of Weed control for Traffic Islands**

The Committee was in receipt of a report dated 1998 June 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to investigate the use of alternative methods of weed control in hard surface areas specifically "hot steam" and "Fire" in combination with the current traffic island herbicide spray program.

(c) **Restoration of Tar and Chip Surface Treated Roads**

The Committee was in receipt of a report dated 1998 May 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following amended recommendation:

(a) That the Commissioner of the Public Works and Traffic Department be authorized to reinstate the road surface of East 31st Street, East 32nd Street and East 33rd Street in asphalt rather than restoring the existing tar and chip surface treatment recognizing that these streets are under partial reconstruction at this time due to sewer and watermain repairs; and,

(b) That all other tar and chip surface treated roads under reconstruction during 1998 be resurfaced using asphalt in lieu, subject to sufficient funding within the scope of each project's reconstruction budget plus the City's current budget allocation for surface treatment; and,

(c) That the Commissioner of the Public Works and Traffic Department report back to the Transport and Environment Committee with a cost benefit analysis and a proposal to address the issue of reinstating all tar and chip surface treated roads over time with asphalt, for inclusion in the 1999 Capital Budget deliberations; and,

(d) That the Commissioner of the Public Works and Traffic Department be authorized and directed to utilize surplus funds in any previous years reconstruction program for rehabilitation of sidewalks and/or roadways on projects where the Region is undertaking sewer or watermain work and the City, due to Capital Budget constraints, has not included sidewalk/roadway rehabilitation in conjunction with Regional works.

(d) **Award of Tender for Concrete Cutting and Asphalt Planing for the Department of Public Works and Traffic During 1998, 1999 and 2000**

The Committee was in receipt of a report dated 1998 June 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That purchase orders be issued to the following contractors for a three-year term being the lowest of eight proposals received for Concrete Cutting and Asphalt Planing in accordance with the specifications issued by the Purchasing Division, Treasury Department and the vendors tender.

	1998	1999	2000
1. Bigelow Brothers - Concrete Saw and Operator	73.00	74.00	75.00
2. Battlefield Bobcat- 12" Asphalt Planer and Operator	75.00	85.00	90.00
3. Hard Rock Paving 36"-40" Asphalt Planer and Operator	270.00	275.00	280.00
4. (a) Hard Rock Paving - 7'-8' Asphalt Planer and Operator	324.50	327.00	329.50
(b) Hard Rock Paving - 7'-8' Asphalt Planer with Full Crew	493.00	502.80	512.60

(b) That in the event "emergency back-up" contractors are required, purchase orders be issued to the following contractors for a three-year term, being the second lowest of eight proposals received for Concrete Cutting and Asphalt Planing in accordance with the specifications issued by the Purchasing Division, Treasury Department and vendors tender to the contractors noted in sub-section (a).

	1998	1999	2000
1. Cardi Construction - Concrete Saw and Operator	79.00	84.00	88.00
2. Economy Paving 12" Asphalt Planer and Operator	125.00	125.00	125.00
3. Battlefield Bobcat 36"-40" Asphalt Planer & Operator	290.00	300.00	310.00
4. (a) Stephens & Rankin 7'-8' Asphalt Planer & Operator	535.00	545.00	565.00

*Note: Prices include P.S.T. G.S.T. is extra.

(c) That the Commissioner of the Public Works and Traffic Department report back to the Transport and Environment Committee with a cost benefit analysis and a proposal to address the issue of reinstating all tar and chip surface treated roads over time with asphalt, for inclusion in the 1999 Capital Budget deliberations.

(e) **Proposal - Quality control Testing for Hot-in-Place Asphalt Recycling**

The Committee was in receipt of a report dated 1998 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to issue a purchase order to Terraprobe Testing Ltd. to provide quality control/quality assurance testing services for hot-in-place asphalt recycling on various streets in 1998; and,

(b) That the cost of this work estimated at $37,500 be financed from the 1998 Road and Sidewalk Improvement Programme.

(ii) <u>TRAFFIC AND PARKING SERVICES DIVISION</u>

(a) **Parking for Services in Kind**

The Committee was in receipt of a report dated 1998 June 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the practice of the former Hamilton Parking Authority Board of purchasing parking advertising and tickets for community events be discontinued and that all future requests for financial support of community events and organizations be directed to the Finance and Administration Committee in accordance with current City practice; and

(b) That the practice of the former Hamilton Parking Authority Board of exchanging parking privileges in off-street parking lots for parking advertising, season tickets, etc. to various events be continued in accordance with the following conditions; and

(i) That all event tickets be held and made available to members of City Council for charitable purposes only; and

(ii) That tickets not requested by members of Council within 48 hours of the event be forwarded to charitable organizations such as Big Brothers and Big Sisters; and,

(iii) That staff be directed to report to the Transport and Environment Committee annually via an information report advising how and by whom all event tickets were used during the previous year; and

(iv) That the advertising panels at Ivor Wynne Stadium, Copps Coliseum and other facilities be reserved for advertising City sponsored events; and,

(c) That in accordance with sub-section (b) the request of the Hamilton Tiger Cats to provide an advertising panel at Ivor Wynne Stadium ($7,500 value) and season tickets ($3,600 value) in exchange for seven parking spaces ($8,400 value) in the Convention Centre parking facility be approved; and,

(d) That future requests from organizations for the exchange of parking privileges in municipal parking facilities for advertising, season tickets, etc. be brought to the Transport and Environment Committee for approval.

(b) **Municipal Parking Tag Program**

The Committee was in receipt of a report dated 1998 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following amended recommendation:

(a) That the Ministry of Transportation be asked to reconsider the $9 regulatory user fee for motorists who are convicted for being illegally parked; and,

(b) That should the Ministry of Transportation not reconsider:

(i) That the Ministry of Transportation be requested to provide a detailed explanation outlining the rationale for costs associated with this new $9 regulatory user fee; and,

(ii) That the Ministry of Transportation be requested to delay implementation to allow the municipalities additional preparation time for these changes; and,

(iii) That the City of Hamilton request funding from the Ministry of Transportation to finance the start up costs (unknown at this time) for implementation of the new $9 user fee, the cost of remitting these fees back to the Ministry of Transportation, and associated financial reports to the Ministry of Transportation; and,

(iv) That the Association of Ontario Municipalities and municipalities be advised of the City of Hamilton's position on this matter; and,

(v) That staff be directed to report back to the Transport and Environment Committee once the full cost and staffing implications are known; and,

(vi) That every effort be made to ensure that motorists who are convicted of parking violations are aware that the $9 regulatory user fee is a Provincial initiative through the Ministry of Transportation.

(c) **Main Street West and Whitney Avenue**
School Crossing Guard (Tabled 1998 May 4 - Alderman Kiss)

The Committee was in receipt of a report dated 1998 April 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the School Crossing Guard Service on Main Street West, south of Whitney Avenue (adjacent to White Chapel Cemetery), be discontinued.

(d) **Beryl Street and Birchview Drive - School Crossing Guard**

The Committee was in receipt of a report dated 1998 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following amended recommendation:

(a) That the School Crossing Guard temporarily assigned to the intersection of Beryl Avenue and Birchview Drive during the morning and evening periods be assigned on a permanent basis; and,

(b) That a School Crossing Guard be assigned to the intersection of Beechwood Avenue and Sherman Avenue North during the morning and evening periods on a permanent basis; and,

(b) That consideration be given in the 1999 Current Budget deliberations for an expansion package of approximately $8,000, plus administrative costs for a School Crossing Guards at these locations.

(iii) **CITY ENGINEER**

(a) **Banner Application - Beau Monde Productions**

The Committee was in receipt of a report dated 1998 June 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the application of Beau Monde Productions to erect a banner over Main Street West from 1998 October 12 to 1998 October 19, with the following message:

"Bridal and Fashion Festival October 17 and 18, Hamilton Convention Centre",
be denied.

The Committee further directed the City Engineer to report back on the issue of the "Leeds Bridal Show" banner.

(b) **Mud Tracking**

The Committee was in receipt of a report dated 1998 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works be authorized to enter into discussions with representatives from the local development/building industry concerning the issue of managing and eliminating mud tracking in Hamilton, using the attached Appendix "B" and Draft Proposals to Manage Mud Tracking as the basis of the discussions; and,

(b) That the outcome of these discussions be forwarded for the consideration of the Transport and Committee in the form of Proposals to Manage Mud Tracking.

5. CITY CLERK

Referral from the Committee of the Whole
Kenilworth Business Association - Christmas Light Replacement

The Committee was in receipt of correspondence dated 1998 May 22 from the Acting City Clerk respecting the subject matter.

Following discussion, the Committee directed that the Commissioner of Public Works and Traffic report back on the issue of Community Improvement funding of $105,000. for the Kenilworth Business Association - Christmas Light Replacement and the issue of B.I.A. funding of christmas decorations across the City.

6. OTHER BUSINESS

(a) **Safety Council Concerns**

Bernice Price raised the following safety issues of concern to the Hamilton safety Council and asked that staff look into correcting the matters.

- the walkway between Sherman Ave. and Gage Street needs attention as well as the guard rail.

- lines on the roadway at the Wentworth Street Steps need painting and perhaps a sign "Pedestrian Crossing" is in order as it is dangerous trying to make a crossing.

(b) **Street Medians - Grassing**

Mayor Morrow requested that staff report back on the issue of grassing street medians rather than having the traditional concrete medians.

(c) **Man Traps - Kings Forest Area**

Mayor Morrow informed the Committee that the Hamilton Wentworth Regional Police had notified the City that "man traps" had been found in the Kings Forest/Red Hill Creek area.

(d) **Grass Planting along the "Linc"**

Mayor Morrow noted that areas along the Linc" had no grass and looked unsightly.

Mr. Aston reported that these areas had been hydro-seeded but required rain to start the growing process.

(e) **Barton Street**

Mayor Morrow noted that the appearance of Barton Street between Wellington Street to Wentworth Street was good. He requested that staff report back to the Committee on the funding required to continue the landscape treatment easterly.

(f) **Parking Ticket Fees**

Alderman Caplan raised the issue of the parking fine amount of $8.
He requested that the Commissioner of Public Works and Traffic report back on increasing the set fine minimum to $10 and reduce the ticket quota by 20%.

7. ADJOURNMENT

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 June 22nd

/mjw

Wednesday, 1998 August 5
9:00 o'clock a.m.
Room 233, City Hall

1(A)(ii)

The Transport and Environment Committee met.

Present:
Alderman C. Collins, Chairman
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow, City Business
Alderman D. Wilson, Vacation
Alderman T. Anderson, Vacation

Also present:
Alderman M. Caplan
Alderman G. Copps
Alderman B. Charters
Alderman B. Kelly
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Commissioner of Public Works and Traffic Department
C. Firth-Eagland, Public Works and Traffic Department
D. Onishi, Roads Department
K. C. Christenson, Secretary

1. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Proposed Alteration of Crockett Street from Upper Gage Avenue and East 31st Street

The Committee was in receipt of a report dated 1998 July 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. E. Fyfe, Mr. C. Eleveld, Mr. M. Jobe and Mr. B. Scarina appeared before the Committee to express concern for the proposed alteration of Crockett Street.

Following discussion, the Committee approved the following recommendation:

That City Council enact the By-law to alter the roadway of Crockett Street between Upper Gage Avenue and East 31st Street by narrowing the pavement from the existing width of 15.2m to 12.2m.

2. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 August 5

/mjw

16(xi)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 25
File No. TEC-238-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of McIntosh Avenue, south of Stone Church Road West - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the east side of McIntosh Avenue commencing at Stone Church Road West and extending to a point 45 feet southerly therefrom be extended an additional 49 feet southerly, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

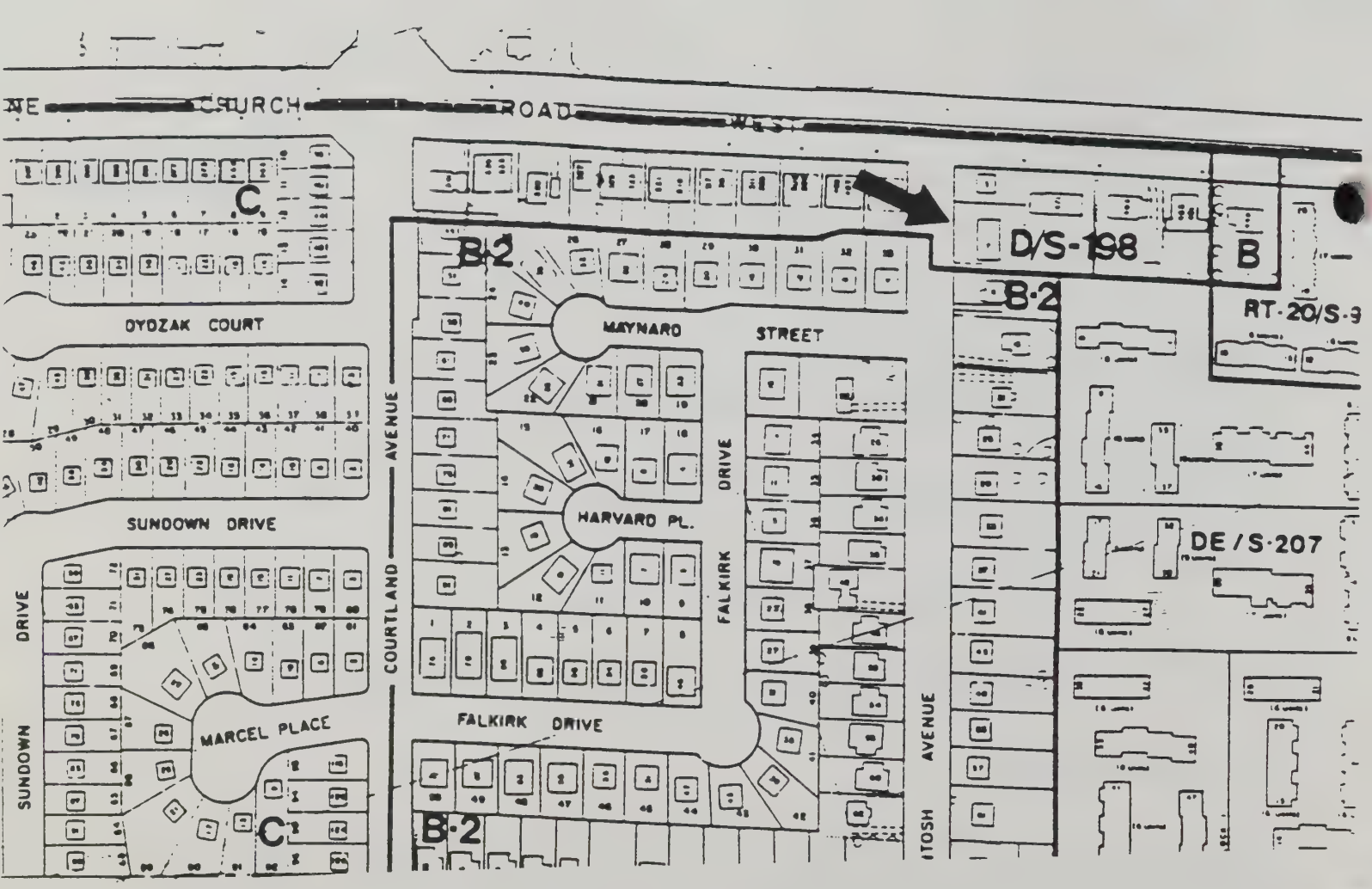
BACKGROUND:

Staff has received a request from Mrs. Bellingham, 7 McIntosh Avenue, that the existing 45 foot "No Stopping" regulation on the east side of McIntosh, south of Stone Church, be extended to her driveway to improve visibility when backing out of her driveway.

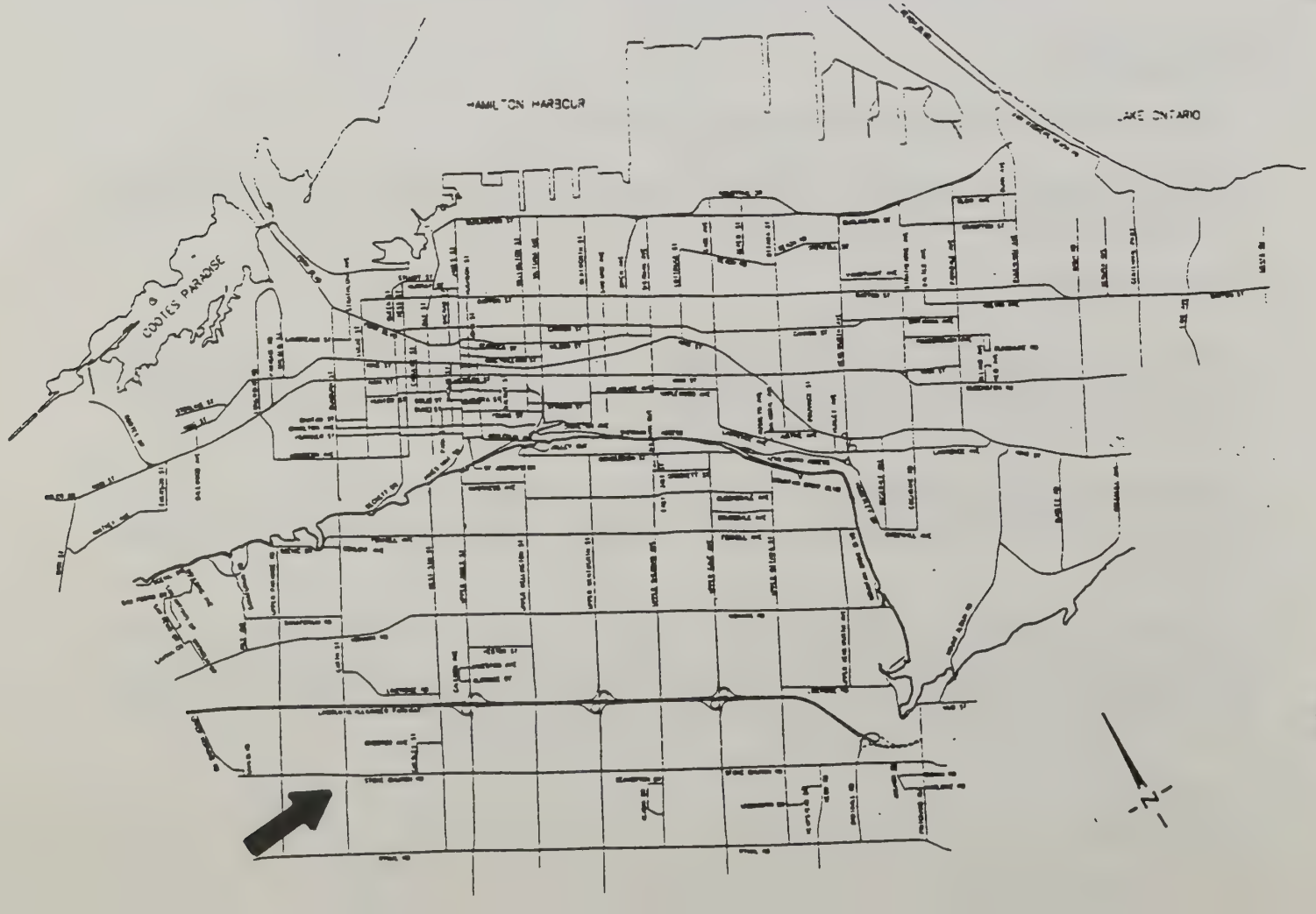
McIntosh has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted parking on the east side of the street, except for the subject "No Stopping" regulation.

Staff has confirmed that a parked vehicle, particularly a van, does obstruct visibility to some degree. The implementation of the requested regulation will result in the loss of only one on-street parking space between Nos. 3 and 7 McIntosh Avenue. However, since both residents agree with the requested regulation, staff concurs with the request.

CVB MBH
CVB/MBH/klk



THE CITY OF HAMILTON



1(8)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 25
File No. TEC-239-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 78 Clinton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Clinton Street commencing at a point 137 feet east of Barnesdale Avenue North and extending to a point 19 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Katherine Charles, 78 Clinton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

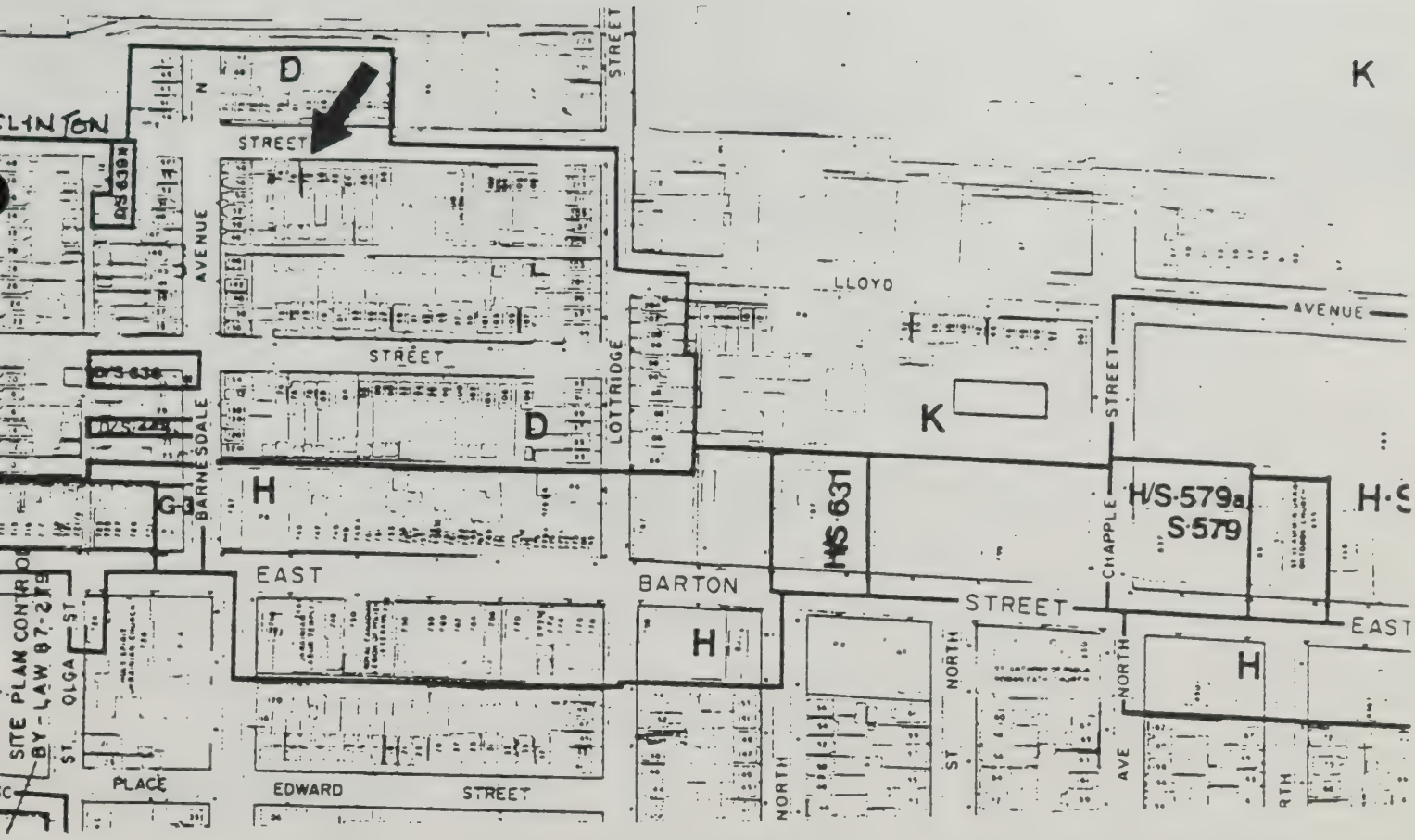
Staff has received a request from Mrs. Katherine Charles, 78 Clinton Street, that a reserved "Permit Parking" space be designated on the south side of Clinton directly in front of her home since she is disabled.

Clinton has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a

year-round basis. However, Mrs. Charles has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mrs. Charles meets the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, staff concurs with the request.

CVB/MBH/klk


K
D
STREET
AVENUE
LLOYD
STREET
K
D
LOTTRIDGE
STREET
H
G
BARNESDALE
AVENUE
H/S-631
H/S-579a
S-579
CHAPPLE
STREET
EAST
BARTON
STREET
EAST
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SITE PLAN CONTROL
BY-LAW 87-279
ST.
OLGA
PLACE
EDWARD
STREET
NORTH
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NORTH
AVE


THE CITY OF HAMILTON
HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE

CITY OF HAMILTON

- RECOMMENDATION -

1(b)(i)(c)

DATE: 1998 August 27
File No. TEC-241-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 280 Cope Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 69 feet south of Newlands Avenue and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Shirley Warring, 280 Cope Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

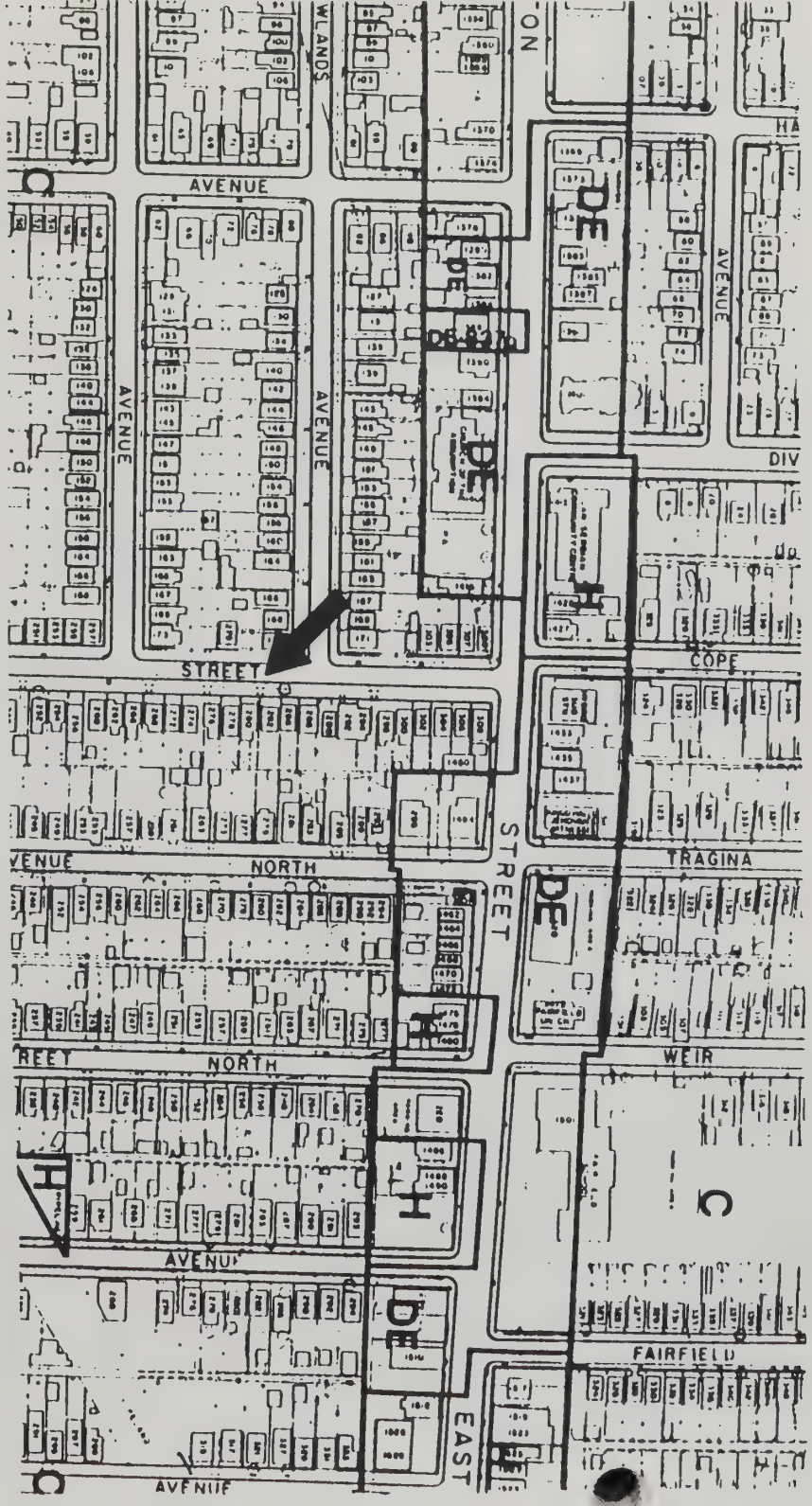
Staff has received a request from Mrs. Shirley Warring, 280 Cope Street, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home, since she is disabled.

Cope has a 28 foot pavement width and, presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. Staff has confirmed that Mrs. Warring meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk



THE CITY OF HAMILTON



CITY OF HAMILTON

- RECOMMENDATION -

1(BX(i)(d)

DATE: 1998 August 27
File No. TEC-242-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 93 Gertrude Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Gertrude Street commencing at a point 4 feet west of the extended west curb line of Rowanwood Street and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Nicholas Laufman, 93 Gertrude Street.

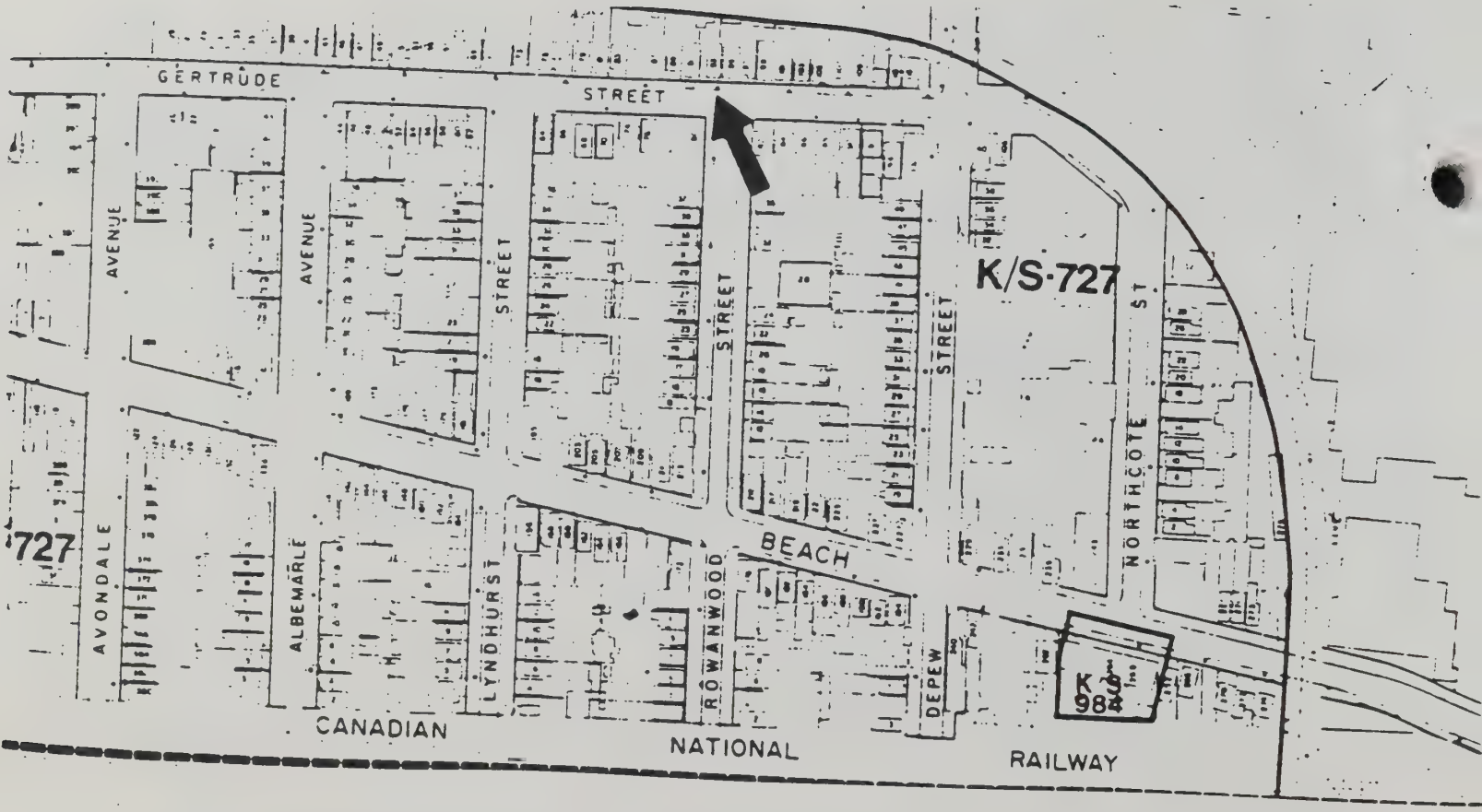
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Nicholas Laufman, 93 Gertrude Street, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of his home since he is disabled.

Gertrude has a 24 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the north side and a full-time "No Parking" regulation on the south side of the street in this block. Staff has confirmed that Mr. Laufman meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk



THE CITY OF HAMILTON



1(6)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 27
File No. TEC-243-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of King William Street, east of James Street North - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the north side of King William Street, commencing 78 feet east of James Street North and extending to a point 60 feet easterly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

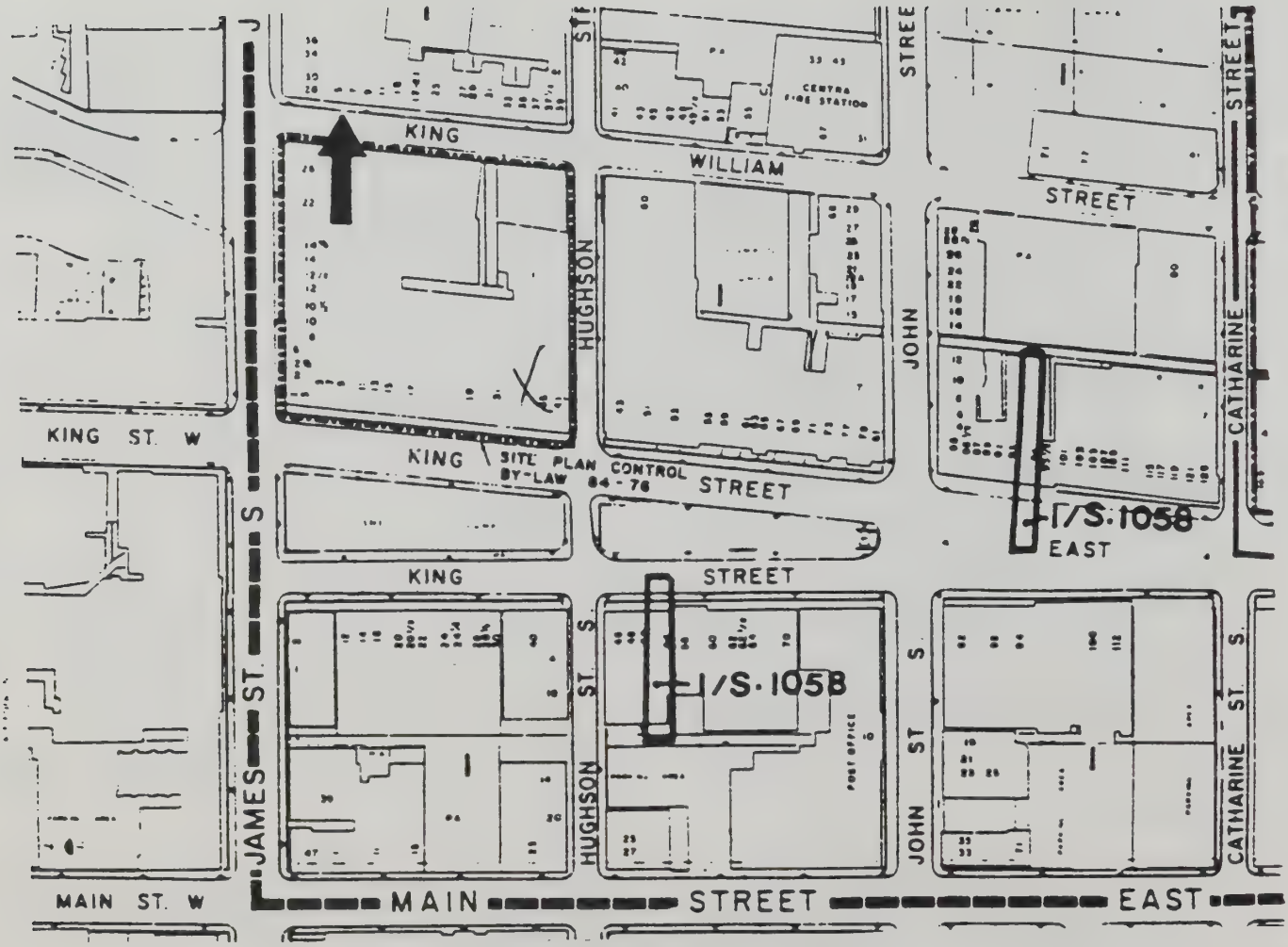
BACKGROUND:

Staff has received a request from the Downtown Hamilton B.I.A. that the existing "No Parking" regulation, in effect from 4:00 p.m. to 8:00 a.m., Monday to Friday, and all day on weekends, in the layby on the north side of King William immediately east of James, be removed to provide unrestricted parking during these times.

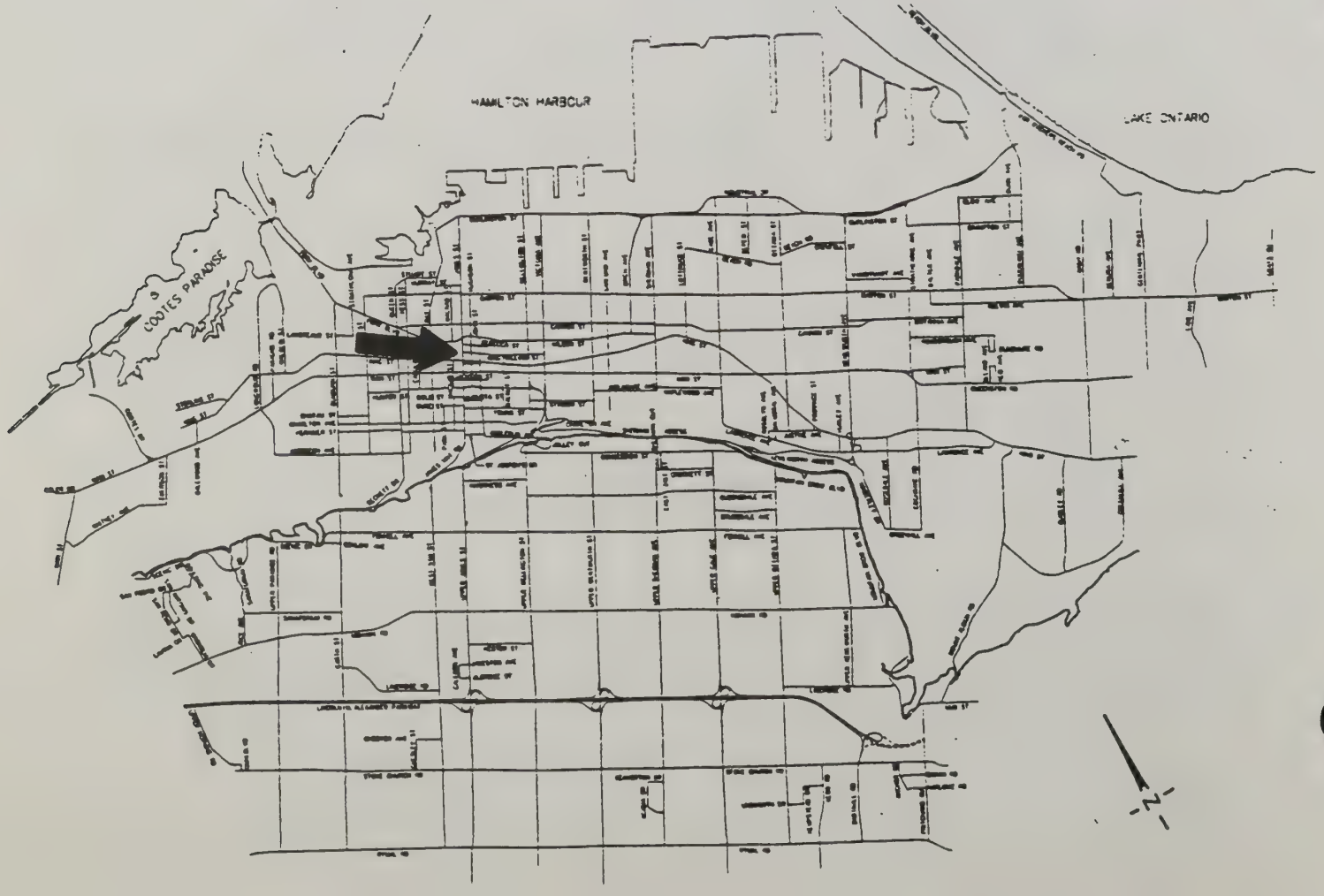
Presently, there is a "Commercial Vehicle Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" and a "No Parking, at other times" regulation in this area.

The subject regulation was implemented in 1986 as a result of a petition from the abutting business owners who expressed concern regarding the need for passenger vehicle loading during evening hours and on weekends. Prior to 1986, this area was controlled by a full-time "Commercial Vehicle Loading Zone". Staff has reviewed this matter and has no objection to the request from the Downtown Hamilton B.I.A..

CVB/MBH/klk



THE CITY OF HAMILTON



1(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 25
File No. TEC-244-98 / Author: P. Buckle

REPORT TO: J. J. Schatz, Secretary
Committee of the Whole

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side Limeridge Road East, East of West 5th Street
-Parking Regulations (T&E)

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Limeridge Road East between West 5th Street and Hawkridge Avenue be removed; and,

b) That the existing "No Stopping" regulation on the south side of Limeridge Road East, commencing at West 5th Street and extending to a point 214 feet easterly therefrom be revised such that the regulation commences at West 5th Street and extends to a point 154 feet easterly therefrom; and,

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

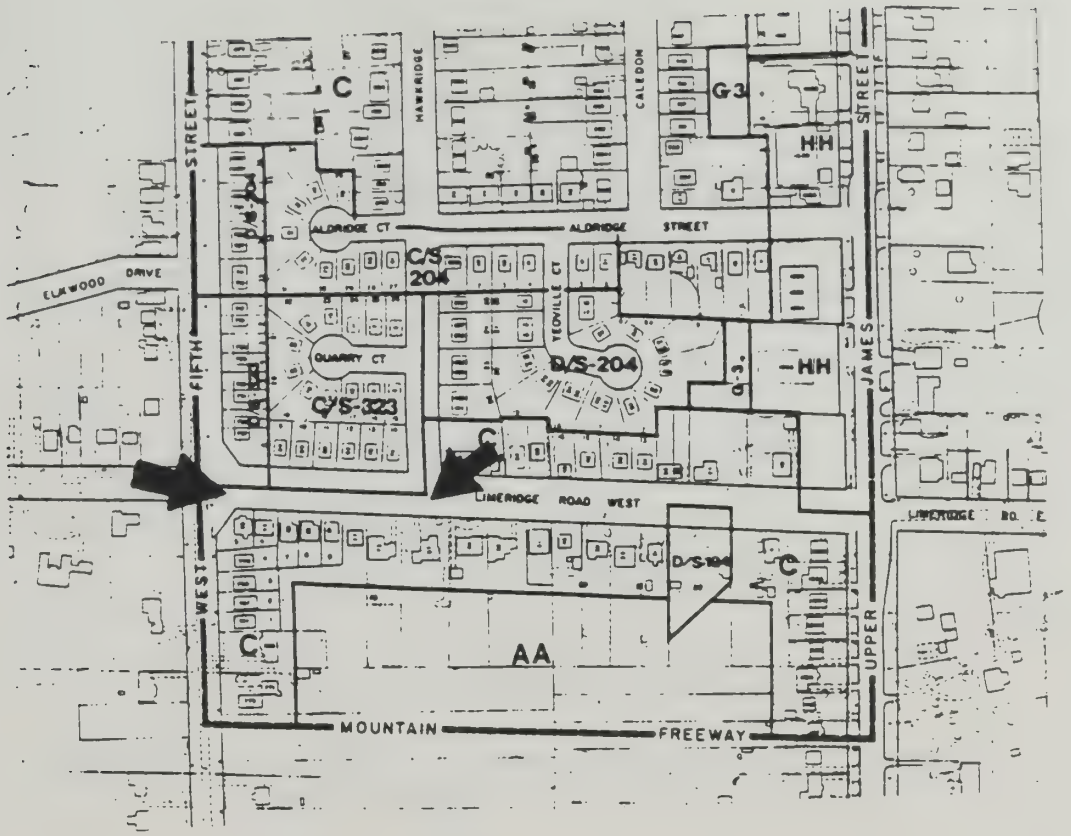
BACKGROUND:

Staff has received a petition, signed by the eight residents abutting the south side of Limeridge between West 5th and Hawkridge, requesting that the existing "No Parking" and "No Stopping" regulations on the south side of the street in this block, be modified to provide on-street parking for the residents. Staff have also met with both Alderman D'Amico and Alderman O'Sullivan regarding this matter.

Limeridge has a pavement width of 65 feet at West 5th, tapering to 52 feet at Hawkridge and, presently, there is a "No Parking" regulation on both sides of the street in this block, as well as a "No Stopping" signal clearance on each side of the street, east of West 5th.

The concerns expressed by the petitioners include a lack of available on-street parking, resulting in slightly increased levels of parking congestion on neighbouring streets. Therefore, since 100% of the abutting residents of the south side of the street are in favour of the requested changes to the existing parking regulations, staff concurs with the request.

CVB/MBH



THE CITY OF HAMILTON



1 (BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 4
File No. TEC-253-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Dead End of Cheever Street, north of Burton Street - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Cheever Street between Burton Street and the T.H. & B. Railway Tracks be replaced with a full time parking prohibition on the east side and unrestricted parking on the west side of this street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

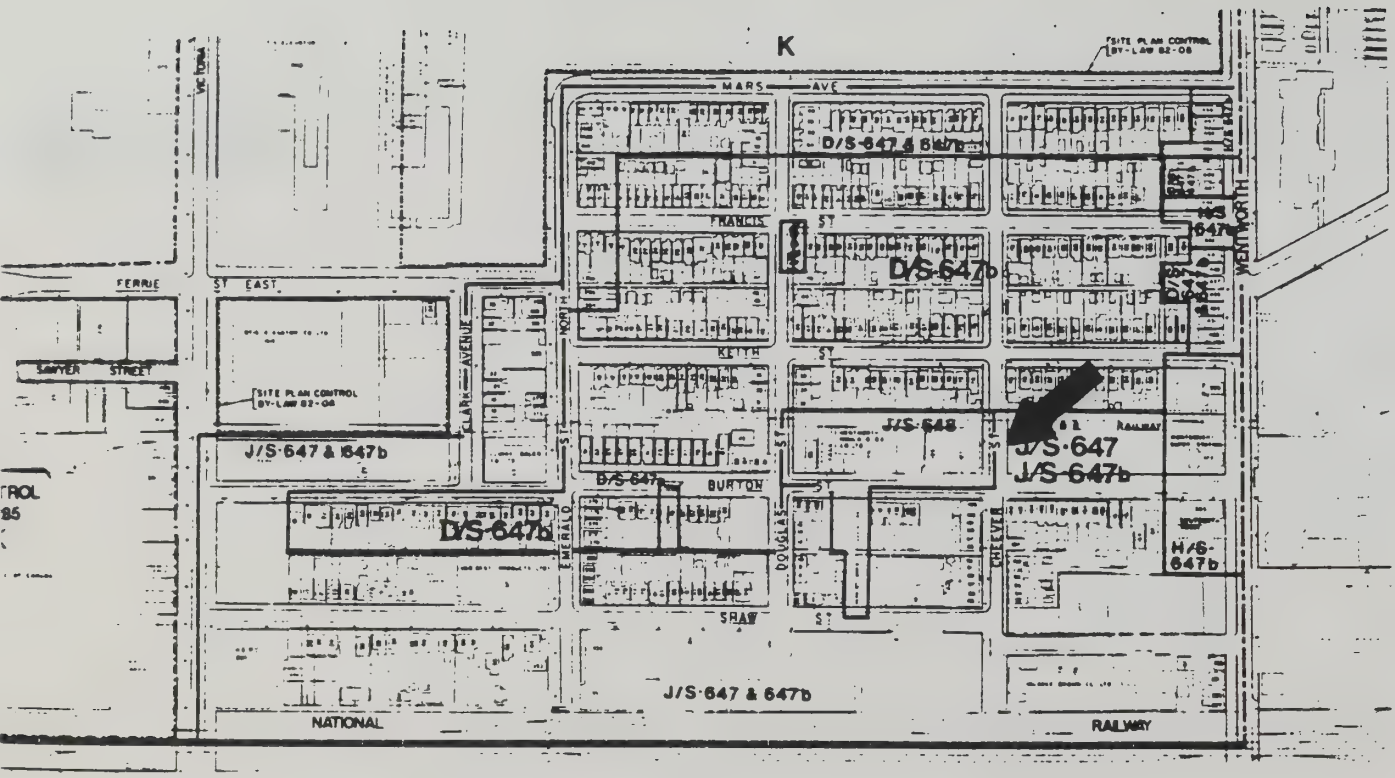
Sufficient funds are available in the 1998 operating budget to cover the cost of revising the signing on this section of street.

BACKGROUND:

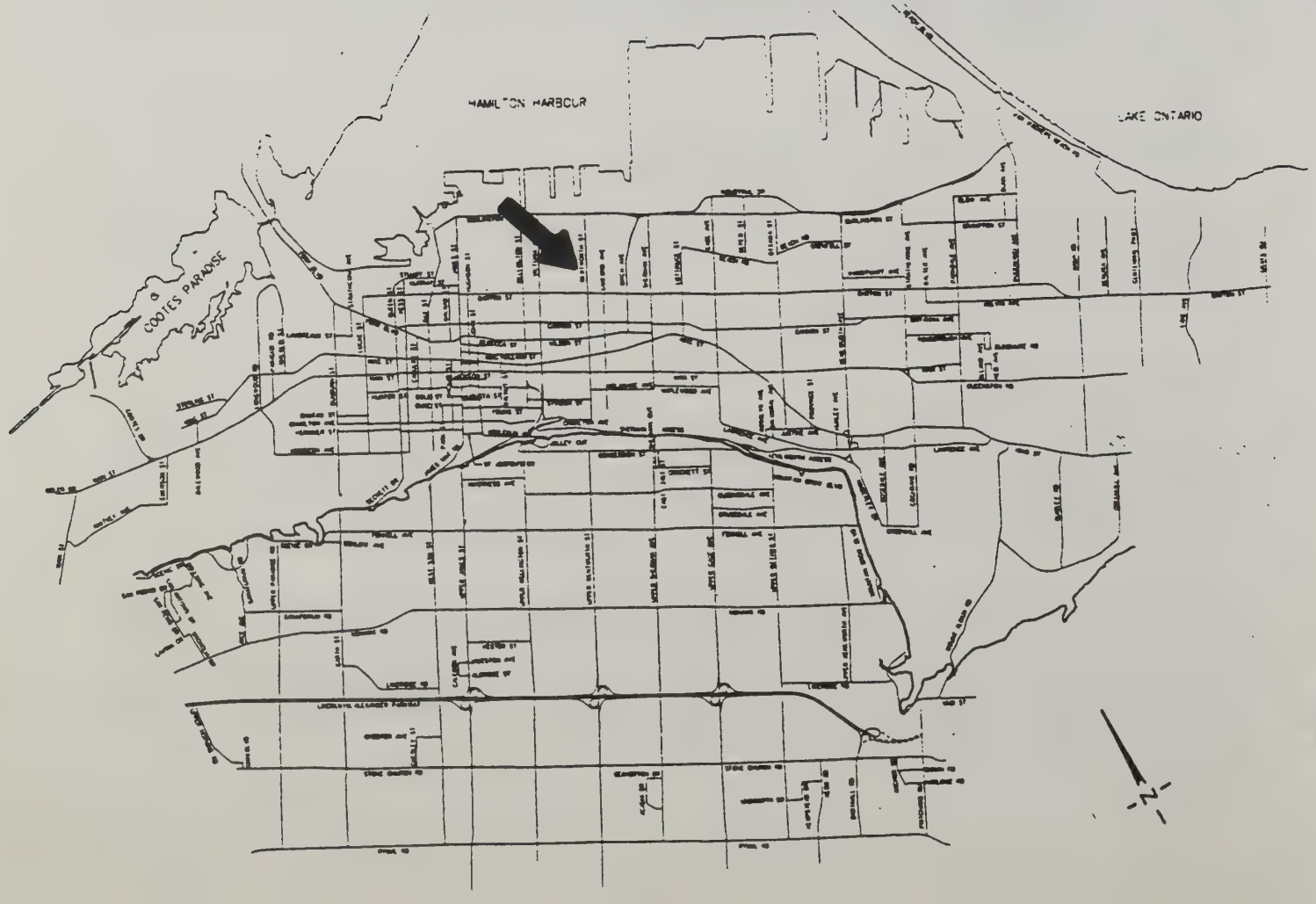
Alderman Dennis Haining has advised of concerns by area residents that when parking is allowed on the east side of Cheever, north of Burton, in accordance with the existing "Alternate Side Parking" regulation, virtually all parking is eliminated due to the recent construction of four loading bays for the Blue Line Taxi building at the northeast corner of Cheever and Burton.

Removing the "Alternate Side Parking" regulation and fixing parking to the west side of the street at all times will maximize the available parking on this short dead end section of street. Blue Line Taxi occupies the entire east side and the west side is abutted by vacant lands. Therefore, a petition by area residents would not normally be required and Alderman Haining has advised that he wishes to initiate this change in regulations.

MBH/kag



THE CITY OF HAMILTON



1(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 10
File No. TEC-251-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 1064 Cannon Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the west side of Belview Avenue commencing at a point 26 feet south of Cannon Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

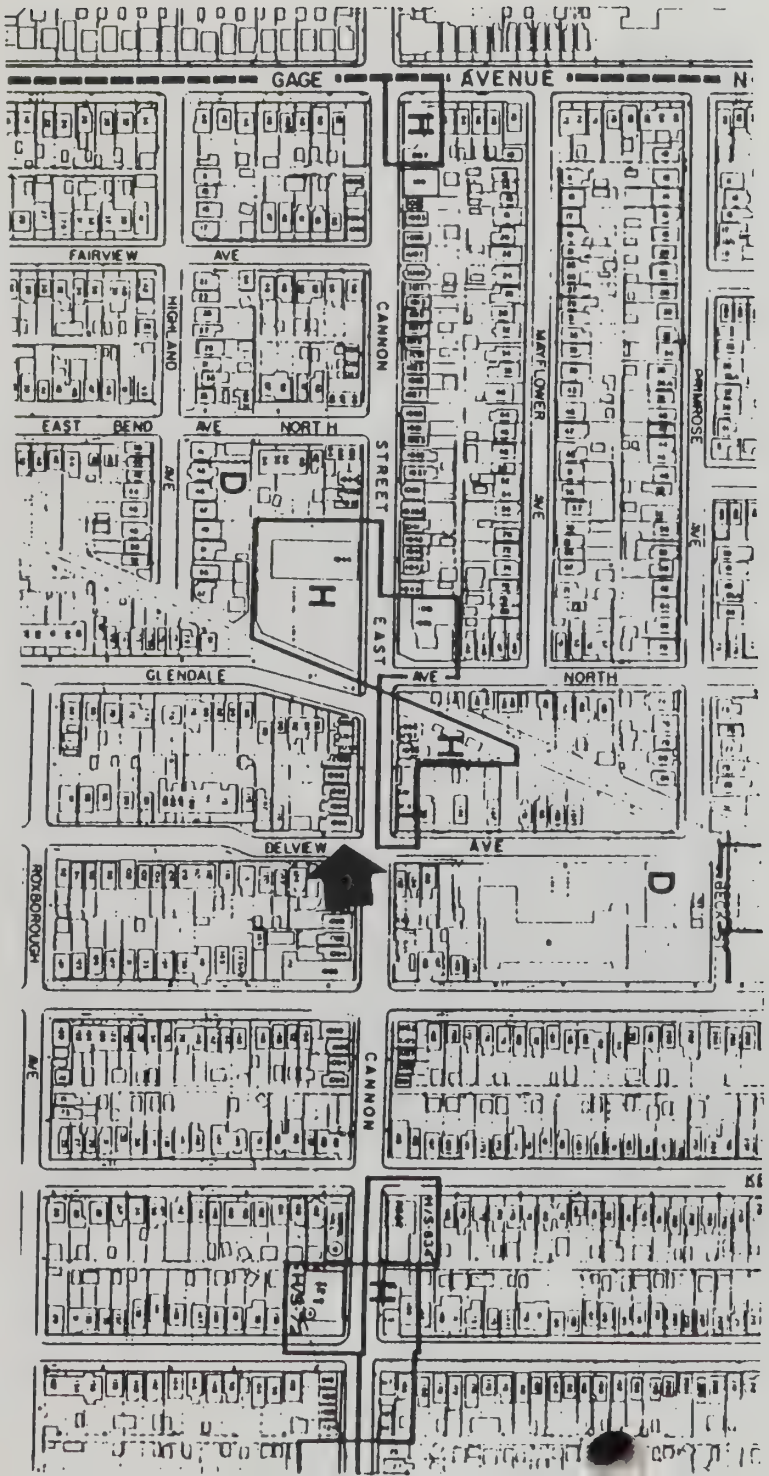
City Council, at its 1997 December 11 meeting, approved a request from Mr. Claudio Klanjscek, 1064 Cannon Street East, that a reserved "Permit Parking" regulation be implemented on the east side of Belview since he is disabled and since parking is not permitted directly in front of his residence on Cannon.

Belview has a 26-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Previously, the applicant was unsuccessful in gaining support for a designated space on the west side. However, staff has recently been advised by Mr. Scott Feltham, owner of No. 1066 Cannon Street East, that he supports the implementation of a reserved "Permit Parking" space on the west side of Belview adjacent to his home for use by Mr. Klanjscek. Therefore, staff concurs with the request.

CVB/MBH/kag



THE CITY OF HAMILTON



1(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 10
File No. TEC-254-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 342 John Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 25 feet north of Strachan Street East and extending to a point 33 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

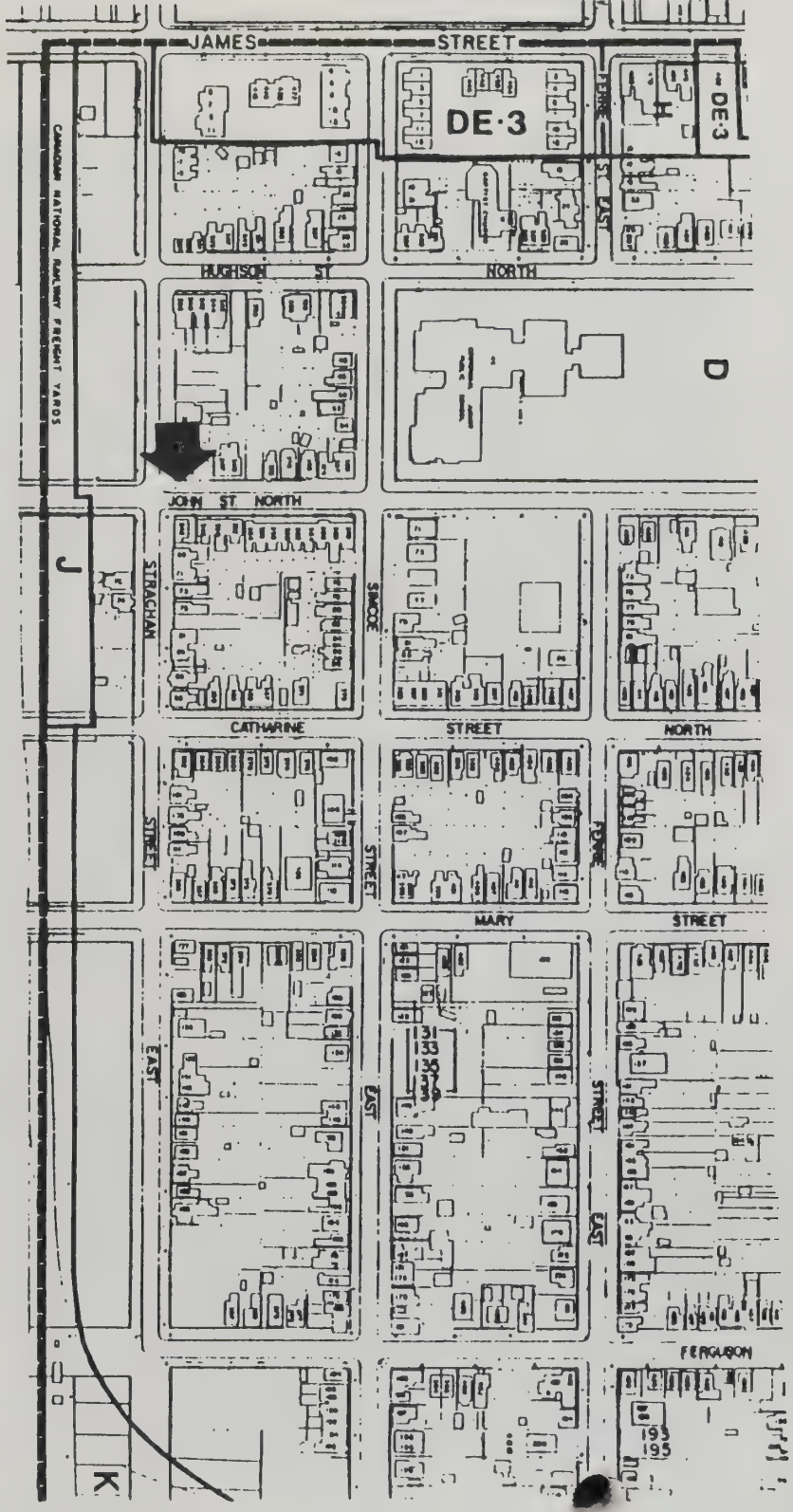
Staff has received a request from Ms. Nancy Cowan that the existing "Permit Parking" space designated for her use on the east side of John in front No. 342 John Street North be removed since she has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

SR/MBH/kag



THE CITY OF HAMILTON



1(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 31
File No. TEC-249-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Artistic Boulevard and Paris Avenue and Artistic Boulevard and Embassy Drive - Intersection Control

RECOMMENDATION:

(a) That northbound traffic on Artistic Boulevard be required to stop for eastbound and westbound traffic on Paris Avenue; and

(b) That southbound traffic on Artistic Boulevard be required to stop for eastbound and westbound traffic on Embassy Drive; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

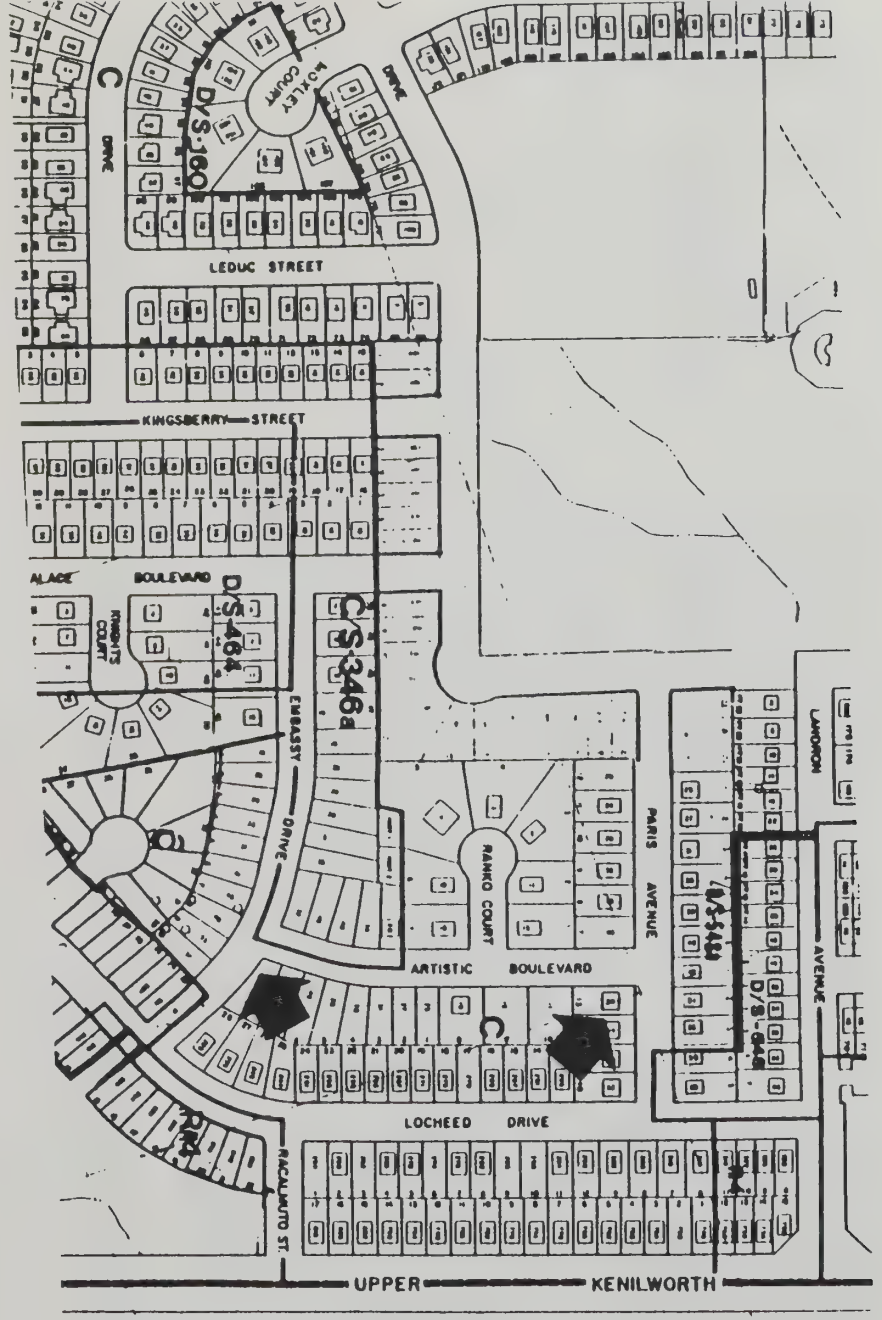
Staff has received a request from Mrs. Soares, 32 Paris Avenue, that stop control be implemented at the intersections of Artistic and Paris and Artistic and Embassy.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Artistic be required to stop for eastbound and westbound traffic on Paris and that southbound traffic on Artistic be required to stop for eastbound and westbound traffic on Embassy.

CVB/MBH/kag



THE CITY OF HAMILTON



1(8)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 July 13
File No. TEC-205-98 / Author: C. van Berkel

REPORT TO: J. J. Schatz, Secretary
Committee of the Whole

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Brigade Drive and Bastille Street - Removal of All-Way Stop Control (T&E)

RECOMMENDATION:

That the existing eastbound and westbound stop control on Brigade Drive at Bastille Street be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

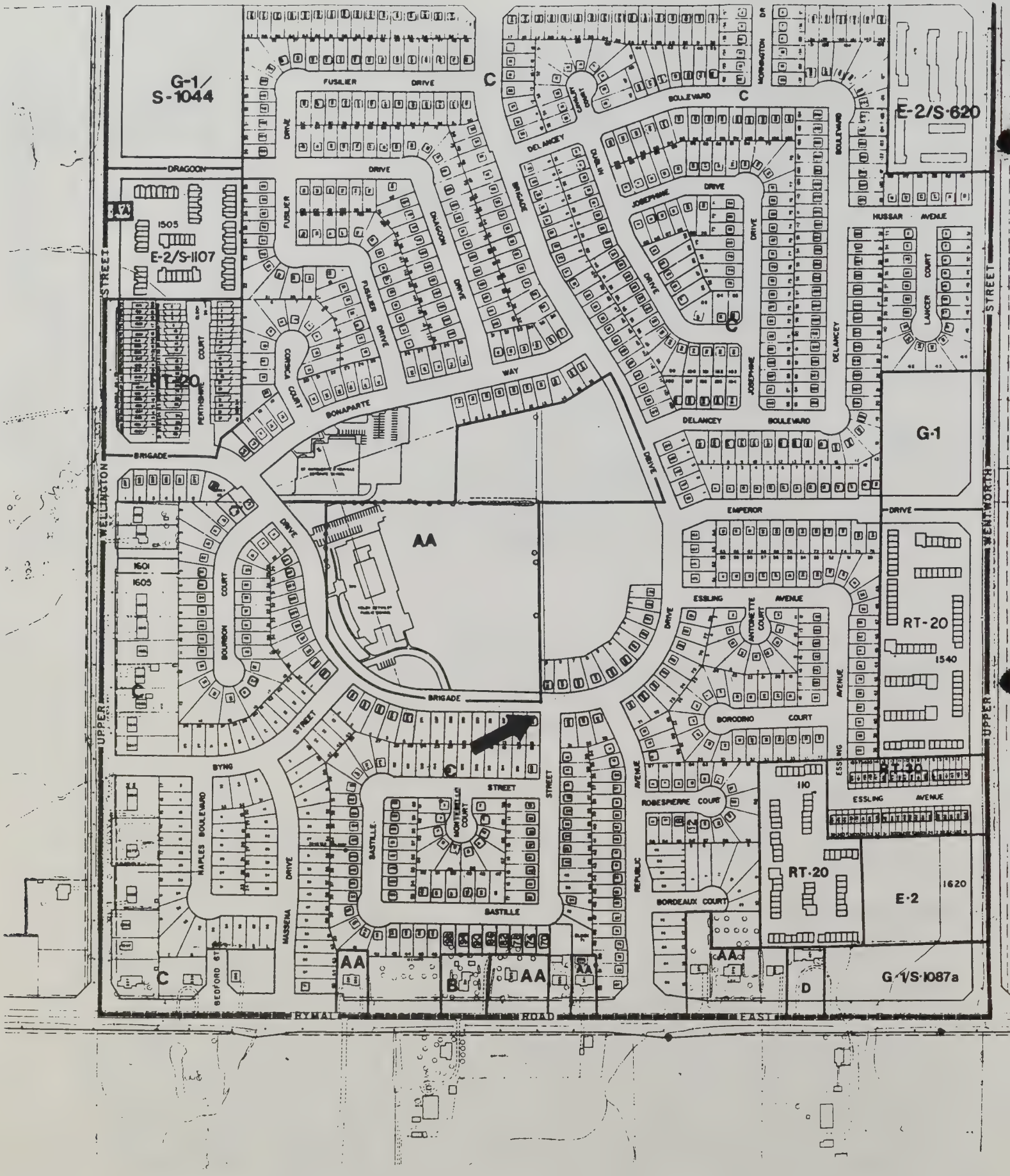
Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Bill Kelly has advised of a request to remove the existing three-way stop control at the intersection of Brigade and Bastille.

The subject intersection is a "T" type intersection, which is presently controlled with a three-way stop. In September of last year, the Transport and Environment Committee approved an all-way stop request by former Alderman Henry Merling. Staff did not support this request since there were existing all-way stop controlled intersections immediately east and west of the subject intersection. Therefore, staff concurs with the request to remove the existing eastbound and westbound stops on Brigade at Bastille but recommends that the northbound stop control remain.

CVB/BH/klk



82	33	118
119	8	19
6	24	23

CITY O

BAR

1(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 31
File No. TEC-247-98 / Author: G. Kirchknopf

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Quinndale Neighbourhood

RECOMMENDATION:

(a) That the Quinndale Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Quinndale Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH-55301-75030.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

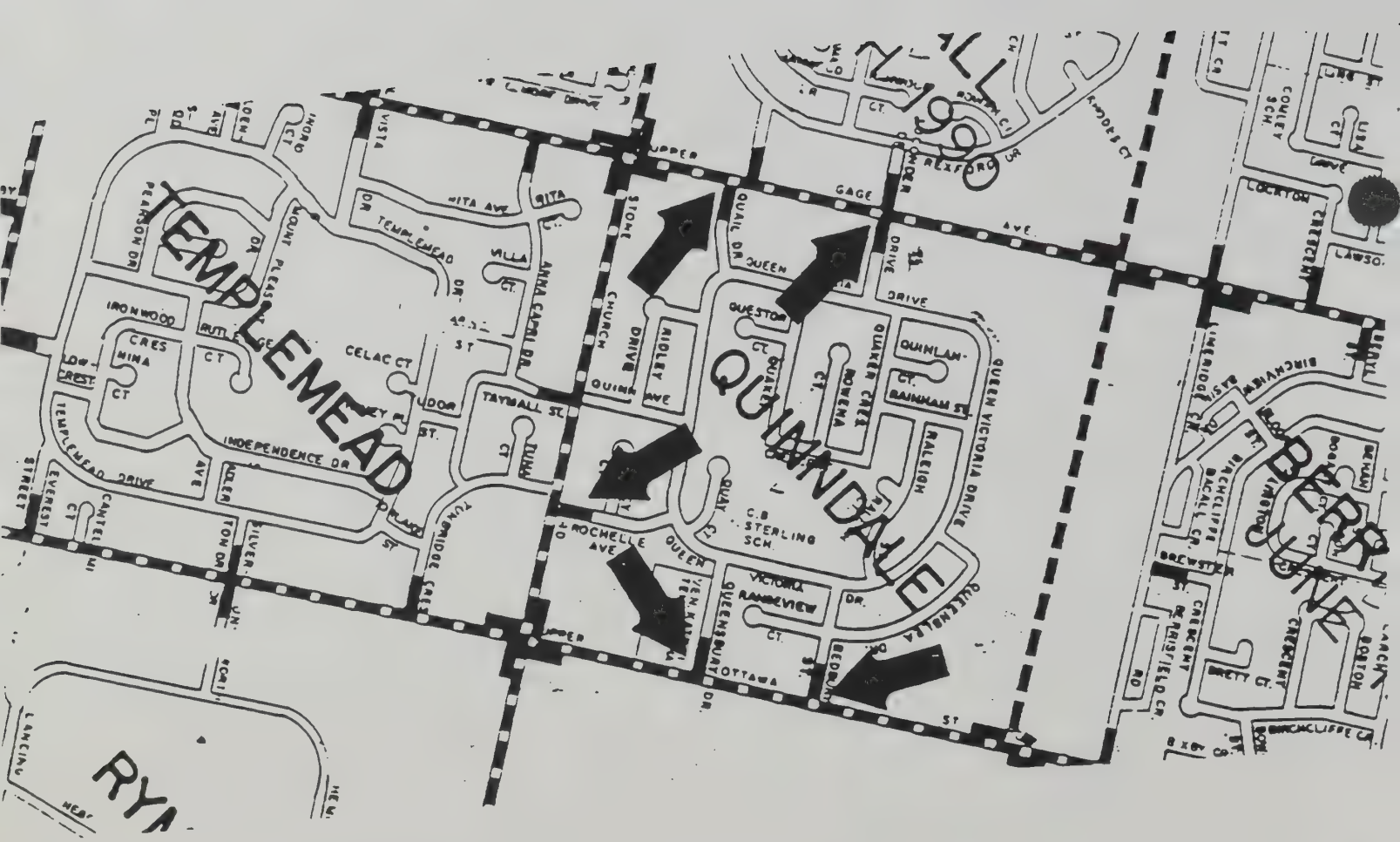
The estimated cost of the signs is $500 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $350.

BACKGROUND:

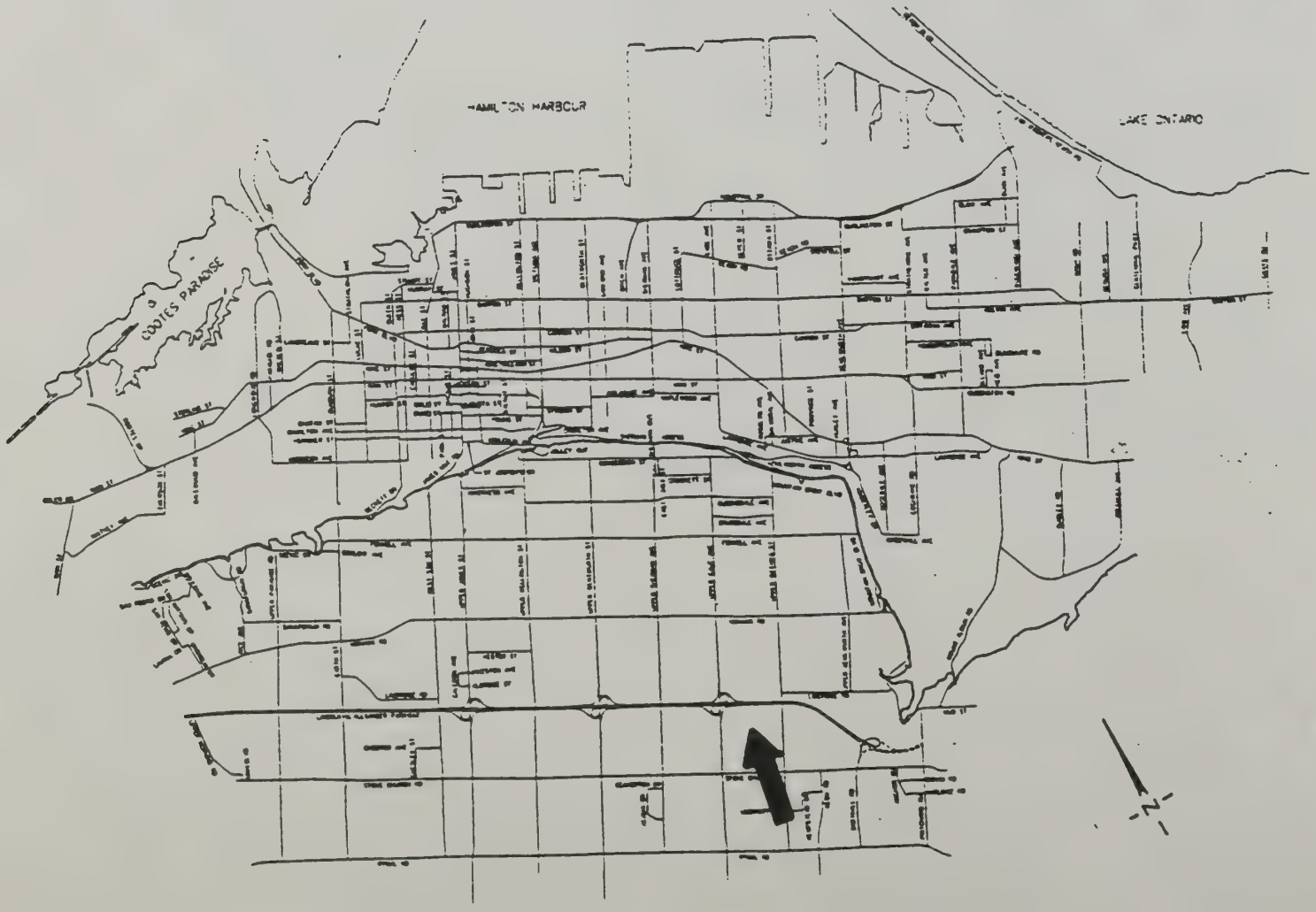
The Regional Police Department has confirmed that the Quinndale Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

Traditionally staff has reported on each neighbourhood watch request for authorization to erect the signs, but a report will be prepared in the near future on developing a policy for staff to administer the program rather than requiring Committee and Council approvals.

GK/kag



THE CITY OF HAMILTON



1(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 31
File No. TEC-248-98 / Author: G. Kirchknopf

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Macassa Neighbourhood

RECOMMENDATION:

(a) That the Macassa Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Macassa Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH-55301-75030.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

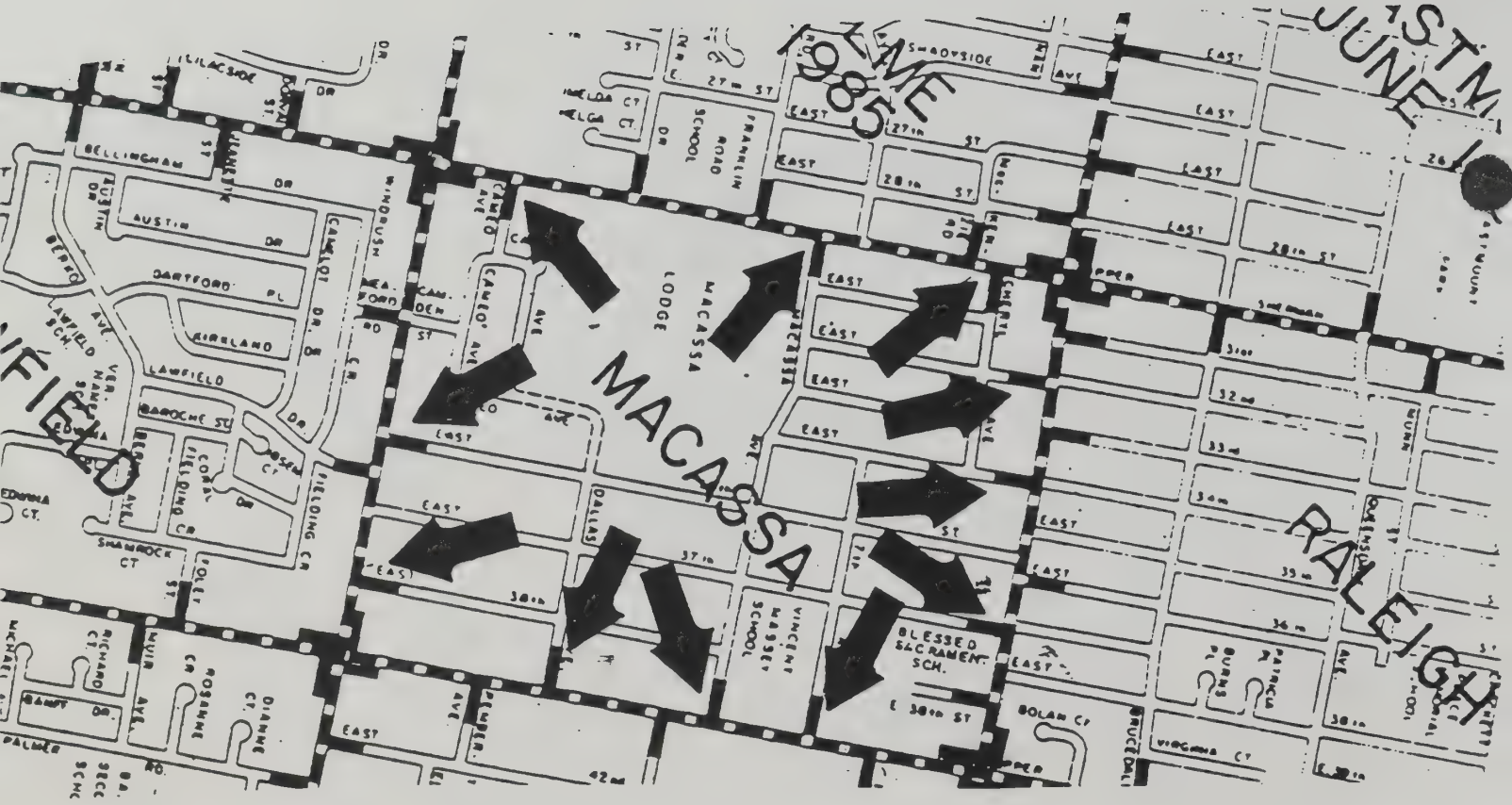
The estimated cost of the signs is $1100 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $850.

BACKGROUND:

The Regional Police Department has confirmed that the Macassa Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

Traditionally staff has reported on each neighbourhood watch request for authorization to erect the signs, but a report will be prepared in the near future on developing a policy for staff to administer the program rather than requiring Committee and Council approvals.

GK/kag



THE CITY OF HAMILTON



CITY OF HAMILTON

- RECOMMENDATION -

1(8)(iv)(a)

DATE: 1998 August 28
T103-37 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Banner Application (R-98-42)
900 CHML Hometown Radio

RECOMMENDATION:

That the application of 900 CHML Hometown Radio to erect a banner over Main Street West from 1998 December 7 to 1998 December 14, with the following message:

"Please Support the Christmas Tree of Hope - 900 CHML"

be approved.

D. Lobo
Commissioner
Public Works and Traffic

per E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

An application fee of $230.05 has been paid.

BACKGROUND:

An application has been received from 900 CHML Hometown Radio to erect a banner over Main Street West from 1998 December 7 to 1998 December 14. The banner message is "Please Support the Christmas Tree of Hope - 900 CHML".

The policy guidelines and conditions as approved by Council on 1985 October 29 and 1987 January 13 apply to this request.

It is the policy of the Committee to review the application of first time users of the banner poles prior to the approval of their request. As the applicant is advertising a charitable event, this Department supports the request.

MJP:

16(b)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 9
S720-30 S726-232 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-98-43)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Acadia Drive	Part 3	Plan 62R-10529
Crerar Drive	Block 16	Plan 62M-728
Elk Court	Block 14	Plan 62M-728
	Block 44	Plan 62M-848

b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Lands Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Part 3 62R-10529	N/A	To complete final street width	S726-232
Crerar Drive	Block 16 62M-728	N/A	To complete final street width	S720-30
Elk Court	Block 14 62M-728 Block 44 62M-848	N/A	To complete final street width	S720-30

KML/GM:sk
encls.

cc: H. Groen, Transportation Department
F. Angelici, Planning Department
M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 16 ON PLAN 62M-728
INTO CRERAR DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Crerar Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Crerar Drive.

   All of Block 16, Plan 62M-728.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND DESIGNATED AS PART 3 ON PLAN 62R-10529 INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Acadia Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Acadia Drive.

   Part of Lot 1, Registered Plan 909 designated as Part 3 on Plan 62R-10529.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 14 ON PLAN 62M-728 & BLOCK 44 ON PLAN 62M-848
INTO ELK COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Elk Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Elk Court.

   All of Block 14 on Plan 62M-728.
   All of Block 44 on Plan 62M-848.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

1(a)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

SE

DATE: 1998 September 9
S702-46, P. Strong
S702-56
S704-46

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **1998 Servicing Expenditures Related to Subdivisions (R-98-45)**

RECOMMENDATION:

a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in,

"Bow Valley Estates", Hamilton

City's Share $ 3,972.33 Subdivider's Share $135,949.41

"Central Estates", Hamilton

City's Share -NIL-, Owner's Share $ 73,154.00

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of **"Bow Valley Estates"**, Hamilton and **"Central Estates"**, Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

cont'd....

cont'd....

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

b) That the City's share of $4,145.04 for fencing adjacent to City owned lands in connection with the subdivision, Bar-Brock Estates - Phase 4 be approved.

D. Lobo
Commissioner
of Public Works and Traffic

for G. Paparella, M.C.I.P.
Director, Development
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1998 projects related to subdivision expenditures, including this recommendation is $ 533,164.07. The 1998 Capital Budget includes a provision of a total of $ 1.200,000.00 for the City's share of subdivision expenditures in 1998, composed of $ 800,000.00 from City's Share of Services Through Unsubdivided Lands - Account Centre No. CH 002203 and $ 400,000.00 from Reserve for Development Charges Account Centre No. CH 00212.

cont'd....

cont'd....

BACKGROUND:

"BAR-BROCK ESTATES - PHASE 4"

The City has previously approved the Schedules of works for the above-ground services for this phase of development. At the time of approval there was no provision for the construction of a fence adjacent to City park lands for this development. In order to correct this oversight for the fencing requirement at this time it is necessary for the City to approve its share for one half the cost of a 1.5 metre chain link fence, estimated to cost approximately $4,145.04. The current policy of the City of Hamilton is to cost share for one-half the cost of a chain link fence adjacent to City owned lands. The lands of Bar-Brock Estates - Phase 4 are located in the Eleanor Neighbourhood, east of Eleanor Avenue and south of Stone Church Road East.

"BOW VALLEY ESTATES"

On 1996 January 31, as authorized by By-law No. R89-171, Mr. J.D. Thoms, Commissioner of the Planning and Development Department, now the Commissioner of the Regional Environment Department, approved the draft plan conditions for Bow Valley Estates, subject to certain conditions.

The Owner, Bow Valley Inc., will be executing a Subdivision Agreement, as a condition of draft plan approval with the City in the near future. This development will result in the creation of 32 single family freehold townhouse units, which is located in the Riverdale East Neighbourhood on the south side of Highridge Avenue.

"Central Estates"

On 1998 August 14, as authorized by By-law No. R89-171, Mr. J.D. Thoms, the Commissioner of the Regional Environment Department, approved the draft plan conditions for Central Estates, subject to certain conditions.

The owners, 712169 Ontario Limited and Malatesta Developments Inc., wish to proceed with the development of "Central Estates" at this time and will be entering into a subdivision agreement with the City as a condition of draft plan approval.

cont'd....

1998 September 9

1998 Servicing Expenditures Related to Subdivisions (R-98-45)

cont'd....

The development of "Central Estates" will result in the creation of 12 Lots for single family homes. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Central Estates" are located east Parkdale Avenue south of Queenston Road in the Glenview East Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineers and have been approved by the Manager of Development, of the Regional Environment Department.

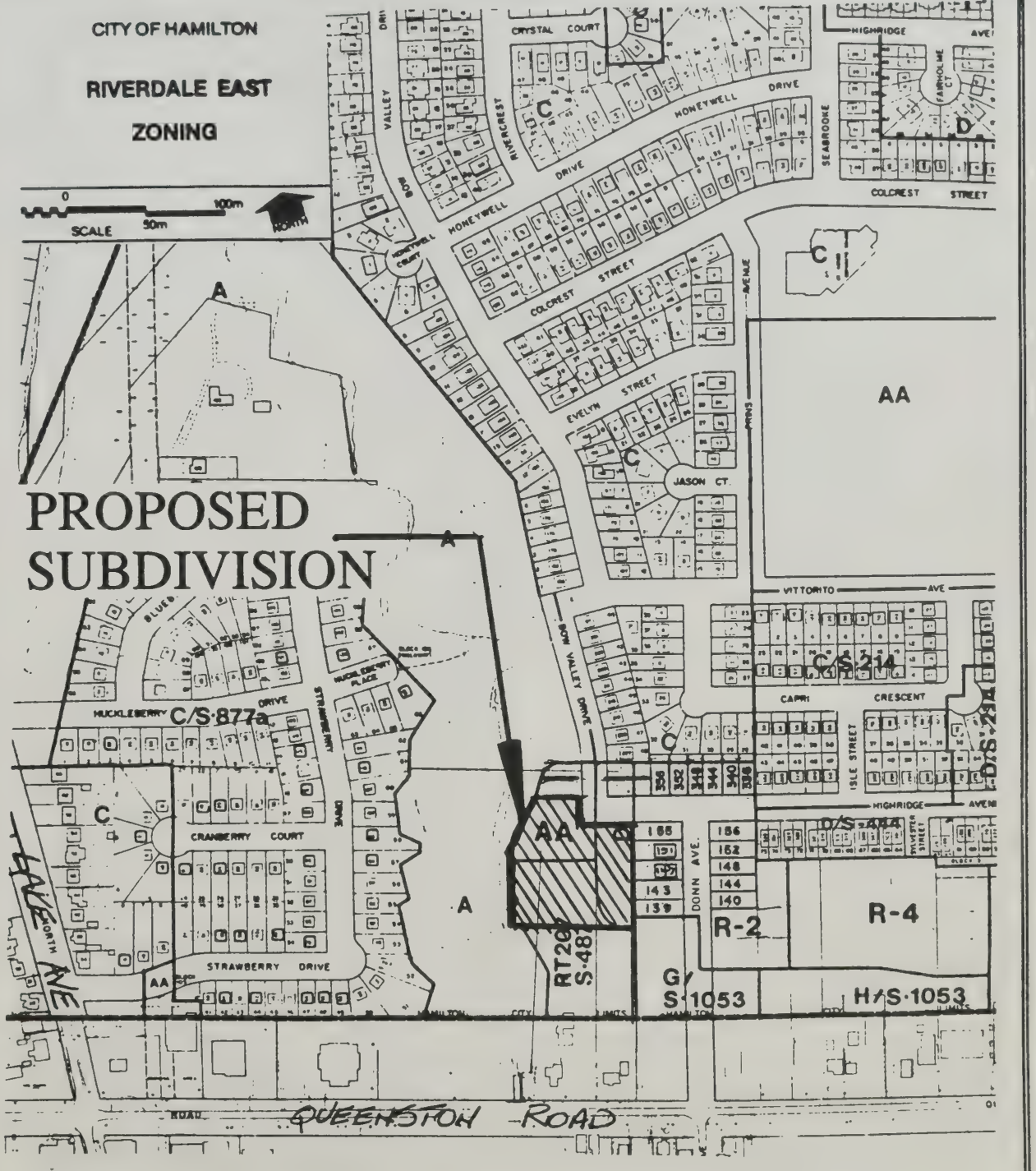
JS/ps

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

cc: Regional Environment Department
Mr. Jim Thoms, Commissioner

cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

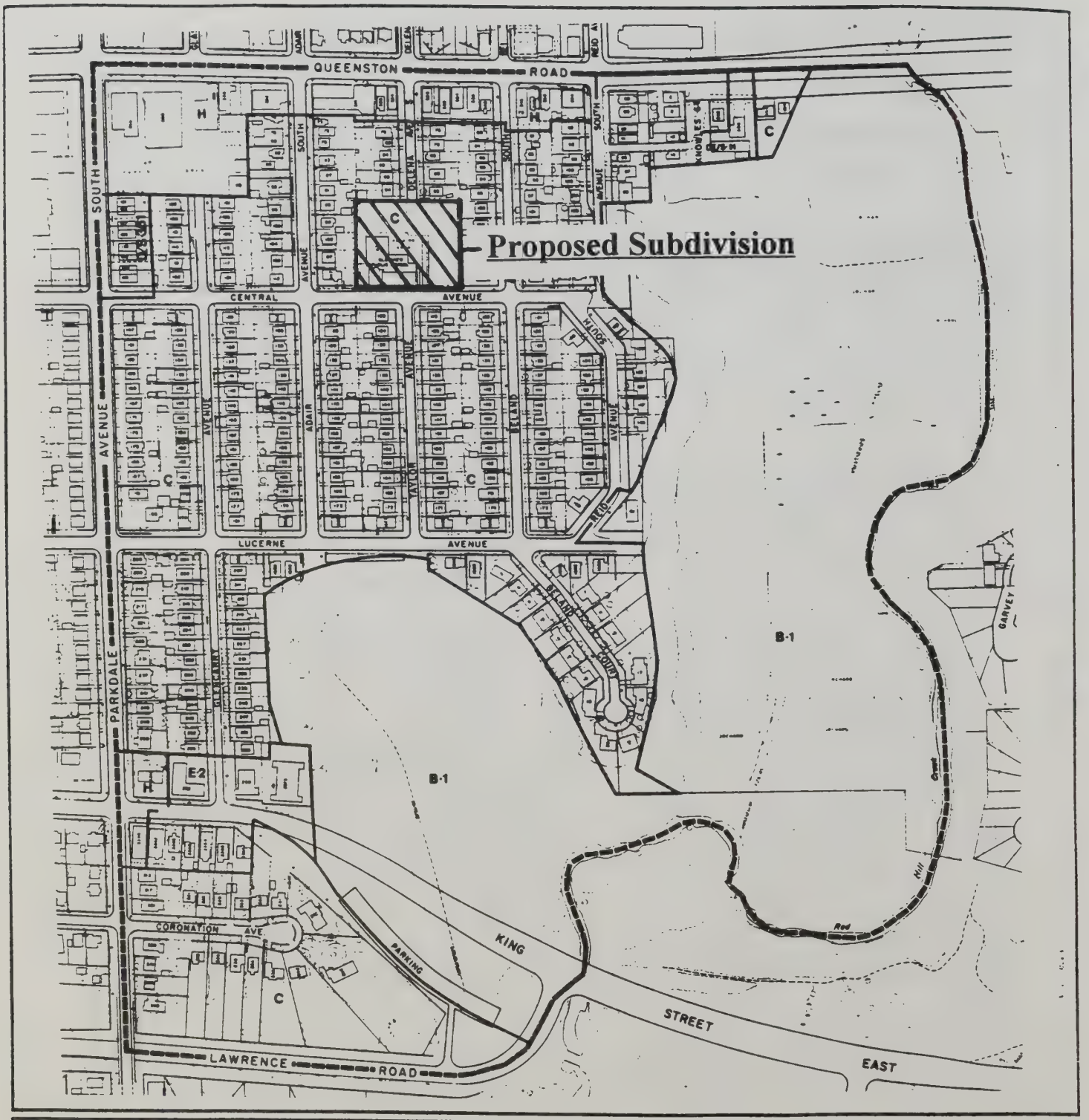
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LOCATION PLAN

"BOW VALLEY ESTATES", HAMILTON

SUBLIST/DISC



LEGEND

Subject Lands

KEY PLAN

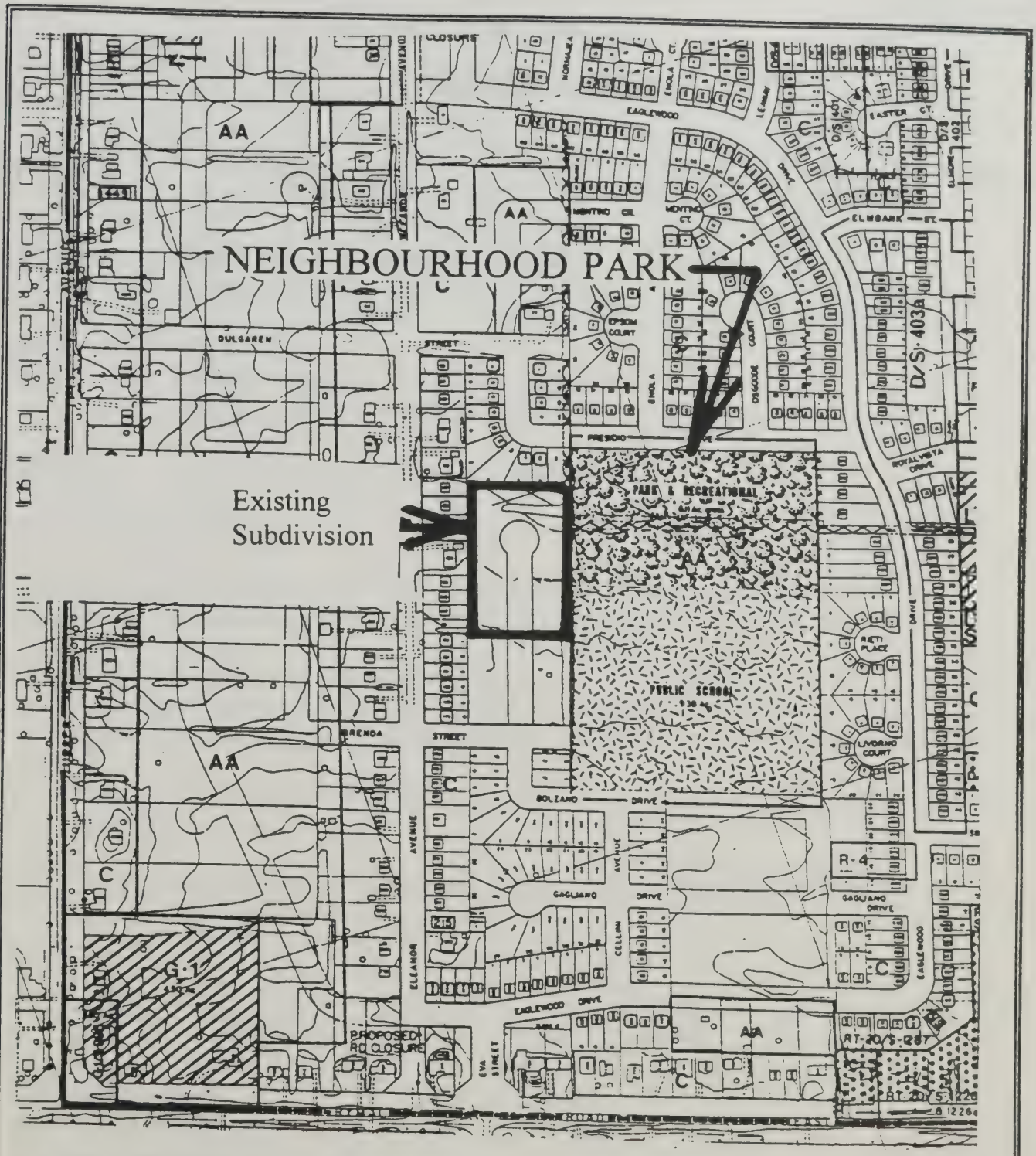
Central Estates

NORTH

NEIGHBOURHOOD
GLENVIEW EAST

DATE	FILE No.
September 9, 1998	S704-46

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division



LOCATION PLAN

"BAR-BROCK ESTATES - PHASE 4", HAMILTON

SUBLIST/DISC

16(xiv)(d)

CITY OF HAMILTON

- RECOMMENDATION -

SEP 11 1998

DATE: 1998 September 11
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-98-46)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

per: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicants will pay a processing and registration fee of $185. and an annual fee of $20.

Cont'd...

Encroachment Agreements
1998

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1998 September 29

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Harrison Avenue	19 Division Street	K. & M. Dawson	Chimney encroaching by 0.070 X 0.60m	$185/20	T103-50 (1408)
Connaught Avenue N.	25 Connaught Avenue N.	A. Meek	Steps encroaching by 0.20m X 1.80m	$185/20	T103-50 (1341)
Strathearne Avenue	341 Strathearne Avenue	Echo Renovations & J. Stone & J. Thomas	Porch and stairs encroaching by 4' X 2'	$185/20	T103-50 (1417)

1(B)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 17

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Construction of Concrete Sidewalk on the East Side of Main Street West Along the Frontage of 1895 Main Street West**

RECOMMENDATION:

(a) That the construction of a concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $74,000 with a City's Share of $38,259.00 be financed from the 1998 Capital Levy and an Owner's Share of $35,741.00 be financed by the issuance of debentures for a term not to exceed 15 years as provided in the 1998 portion of the 1998-2007 Capital Budget; and,

(b) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor; and,

(c) That the Commissioner of Public Works and Traffic be authorized to construct these works once all the necessary approvals have been received.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1998-2007 Capital Budget. The estimated cost per metre for a concrete sidewalk is $103.00. If approved, the project will reduce the balances available in the City's Share to $211,741.00 and the Owner's Share to $564,259.00.

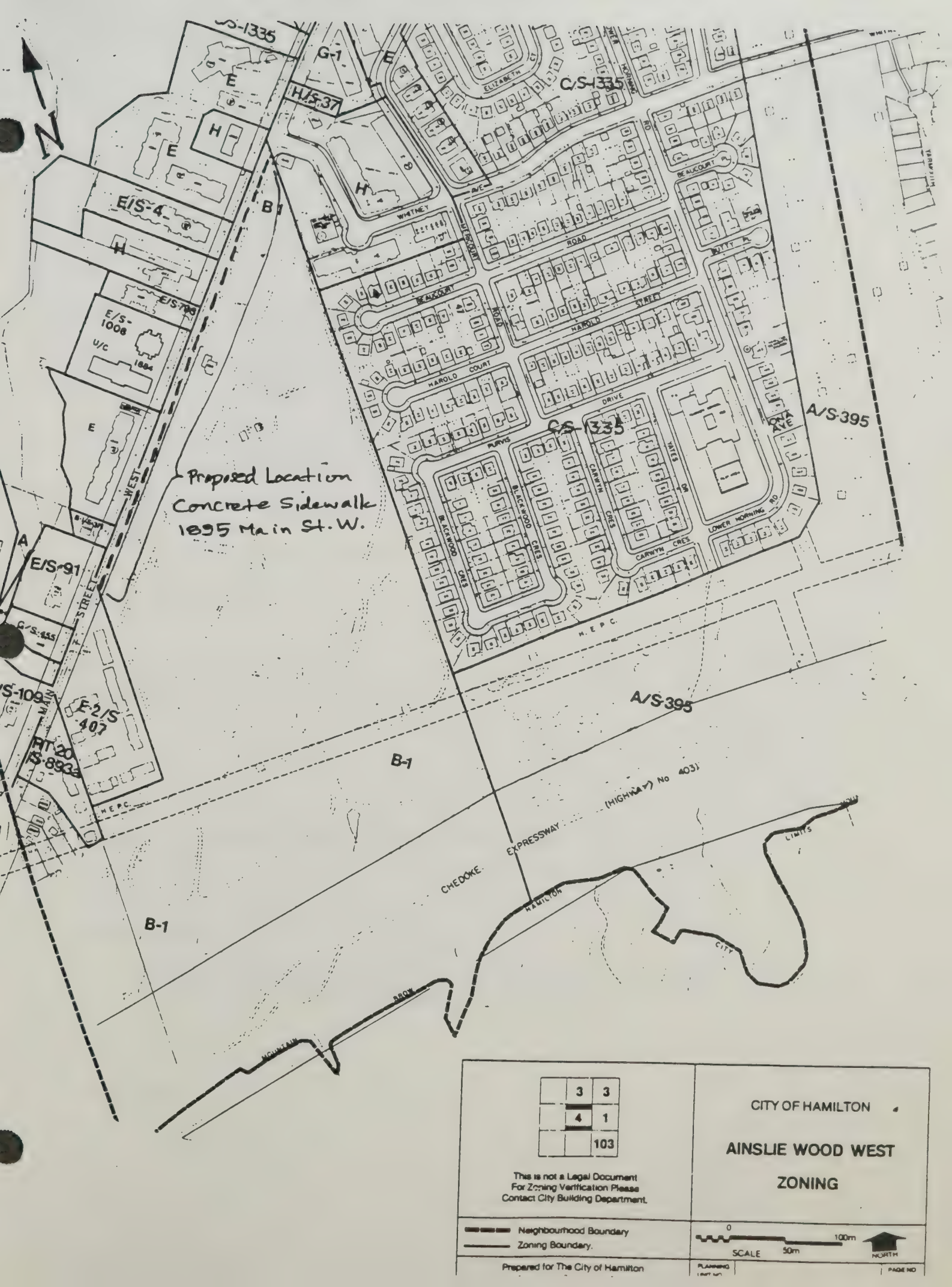
BACKGROUND:

We have received a sufficiently signed petition from the owners of 1895 Main Street West requesting the construction of a concrete sidewalk on the frontage of their property (see attached plan).

The owners will be required to pay the approved rate per metre on the actual cost, whichever is less.

RPM/rb
attachment

c.c. A. Ross, City Treasurer
Attn: N. Adhya
c.c. S. Reeder, Secretary, Finance and Administration Committee
c.c. J. Bruzzese, Acting Commissioner of Finance
c.c. P. Noé Johnson, City Solicitor


N
C/S-1335
G-1
H/S-37
E/S-4
E/S-1008
U/C
E/S-91
C/S-455
F-2/S-407
B-1
A/S-395
Proposed Location
Concrete Sidewalk
1895 Main St. W.
WEST 5th STREET
HAROLD COURT
HAROLD ROAD
BEAUCOURT
BLACKWOOD CRES
CARWYN CRES
LOWER HORNING RD
M.E.P.C.
CHEDOKE EXPRESSWAY (HIGHWAY No 403)
HAMILTON CITY LIMITS
MOUNTAIN BROW
3 3
4 1
103
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
CITY OF HAMILTON
AINSLIE WOOD WEST
ZONING
Neighbourhood Boundary
Zoning Boundary.
0
100m
SCALE
50m
NORTH
Prepared for The City of Hamilton
PLANNING UNIT NO.
PAGE NO

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 21st, 1998

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
June 17	Ontario Trucking Association	Trucking Industry in Ontario	1998 June 30th
June	Rail Ways to the Future	On Track for Reduced Emissions - A Provincial Leadership Strategy	1998 July 8th
July	Ontario Good Roads Association	Bulletin	1998 July
August	Ontario Good Roads Association	Bulletin	1998 August 24
August 18	Commissioner of Public Works and Traffic	Parking on Local Residential Streets during Aquafest 1998 July 16 to July 19	1998 August 28
September 2	Commissioner of Public Works and Traffic	Intersection Control - Conclusion of Six Month Trials	1998 September 14
September 15	Commissioner of Public Works and Traffic	Hamilton Cultural & Ethnic Mosaic Association Parade	1998 September 17

URBAN MUNICIPAL

CA4 ON HBL A05
C51T6
1998

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF MEETING

URBAN MUNICIPAL

OCT 5 1998

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 October 5th
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Sale of Public Walkway between 61 and 62 Harbottle Court

   (b) Proposed Road Allowance Closure:
   Portion of Mountain Brow Drive, north of No. 706 Scenic Drive

2. **CONSENT AGENDA**

3. **ALDERMAN D. WILSON**

   Road Closure - Mead Avenue (tabled - 1998 April 6)

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   TRAFFIC DIVISION

   (a) Neighbourhood Traffic Calming and Safety Initiatives

   (b) Intersection of Eagleglen Way and Upper Paradise Road

5. **OTHER BUSINESS**

6. **PRIVATE AND CONFIDENTIAL AGENDA**

7. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
6.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	1998 March 2nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	1998 March 2nd	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	1998 April 6	Ald. Wilson	Report Back
10.	Rental of Bay King Property for a Municipal Parking Lot	1998 May 4	Commissioner Public Works and Traffic	Tabled for further information
10.	Proposed Outdoor Boulevard Cafe - 49 King William St.	1998 September 21	Commissioner of Public Works and Traffic	Report Back
11.	Emergency Vehicle Sirens	1998 September 21	Alderman Morelli	Referred to F&A Committee

Kevin C. Christenson, Secretary
October 5th, 1998

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO SELL A CLOSED WALKWAY BETWEEN
61 AND 62 HARBOTTLE COURT BEING ALL OF BLOCK 8 PLAN 62M-709
AS CLOSED BY JUDGE'S ORDER LT514469
DESIGNATED AS PARTS 1 & 2 ON PLAN 62R-14304

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the said Walkway was closed by Judge's Order registered as LT514469 and as authorized by City Council in adopting Items 69 and 70 of the 1st Report of the Transport & Environment Committee on 1997 December 11.

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of the By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the closed Walkway being all of Block 8, Plan 62M-709 and designated as:

   Parts 1 & 2 on Plan 62R-14304.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   are hereby authorized.

2. That the soil and freehold of the land shown as Part 1 on Plan 62R-14304 be sold to A. Faiazza for a sum of $2.00 pursuant to the agreement dated 1997 Novenber 24.

3. That the soil and freehold of the land shown as Part 2 on Plan 62R-14304 be sold to G. & M. Kelly for a sum of $2.00 pursuant to the agreement dated 1997 Novenber 24.

PASSED this 13th day of October A.D. 1998

City Clerk Mayor



1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 October 1
K. Lau (S611-01B)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-law to sell the closed Walkway (R-98-50) between 61 & 62 Harbottle Court.

RECOMMENDATION:

a) That the appropriate By-law, prepared to the satisfaction of the City Solicitor, to sell a Walkway, being Block 8, Plan 62M-709 as closed by Judge's Order LT514469 designated as Parts 1 & 2 on Plan 62R-14304 be enacted by Council.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City Council at its meeting on 1997 December 11 adopted items 69 and 70 of the 1st Report of the Transport & Environment Committee to sell the above mentioned walkway to Faiazza of 62 Harbottle Court and to Kelly of 61 Harbottle Court for the sums of $2.00 each.

(cont'd pg 2)

The sales have been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. It is necessary to pass this By-law in order to complete the sales.

KML
Encl.

cc: F. Angelici, Planning Department
M. Watson, Property Department
J. Davidson, Law Department

1 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 27
T103-03 (374) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Allowance Closure: Portion of Mountain Brow Drive, North of #706 Scenic Drive (R-98-41)

RECOMMENDATION:

That the application of the City Clerk's Department to stop-up and close the unopened portion of Mountain Brow Drive designated as Parts 1 & 2 on Plan 62R-5340, and to sell those parts save and except the northerly 6.10m and the easterly 0.034m, adjacent to the west limit of Scenic Drive, be approved, subject to the following conditions:

i) That the Commissioner of Transportation be directed to prepare a By-Law to stop-up and close Parts 1 & 2 on Plan 62R-5340.

ii) That the Commissioner of Transportation be directed to prepare a By-Law to sell Parts 1 & 2 on Plan 62R-5340 save and except the northerly 6.10m and the easterly 0.034m to the abutting owner.

iii) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990.

iv) That the Regional Surveyor prepare and register a reference plan under the Registry Act and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owner.

cont'd...

Proposed Road Closure, Mountain Brow Drive

cont'd...

v) That the City Clerk be authorized and directed to proceed with the disposition of the subject lands to the abutting owner;

vi) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-Law.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Council has determined the application fee for road and alley closures to be $775. The application fee will be charged to the City Clerk's Department, account number CH 5X30300102. The proposed road allowance land is to be exchanged for an assessed value and lands currently owned by the owner of #706 Scenic Drive.

BACKGROUND:

An application has been received from the City Clerk's Department to stop-up, close and sell, Parts 1 & 2 on Plan 62R-5340, save and except the northerly 6.10m, to the abutting owner of #706 Scenic Drive and to retain a 0.034m reserve on the east limit of Part 1 and 2 on Plan 62R-5340, adjacent to the west limit of Scenic Drive. The proposed closure area is along the top of Mountain Brow, west of Scenic Drive. The City's intention is to incorporate the unopened road allowance into the "Scenic Trail" along the top of the escarpment.

cont'd...

Proposed Road Closure, Mountain Brow Drive
cont'd...

This Department circulated notice to the abutting property owners/residents and to the affected municipal departments and public utility companies. The results are as follows:

i) Abutting owners:
Total number circularized - 39
In Favour - 4 Opposed - 1 No Response - 34

The resident opposed to the application was concerned that a new trail access in the area would cause parking and other problems in the area. The resident also indicated a preference to have the area used as a children's playground instead of a trail.

ii) Municipal Departments:
No objections.

The City Clerk's Department (Real Estate Division) has advised that a successful application of this proposed closure will involve the City receiving additional revenue and a land exchange with the owner of #706 Scenic Drive. The owner of #706 Scenic Drive currently owns a portion of property to the west of the unopened road allowance which is required to continue the proposed trail.

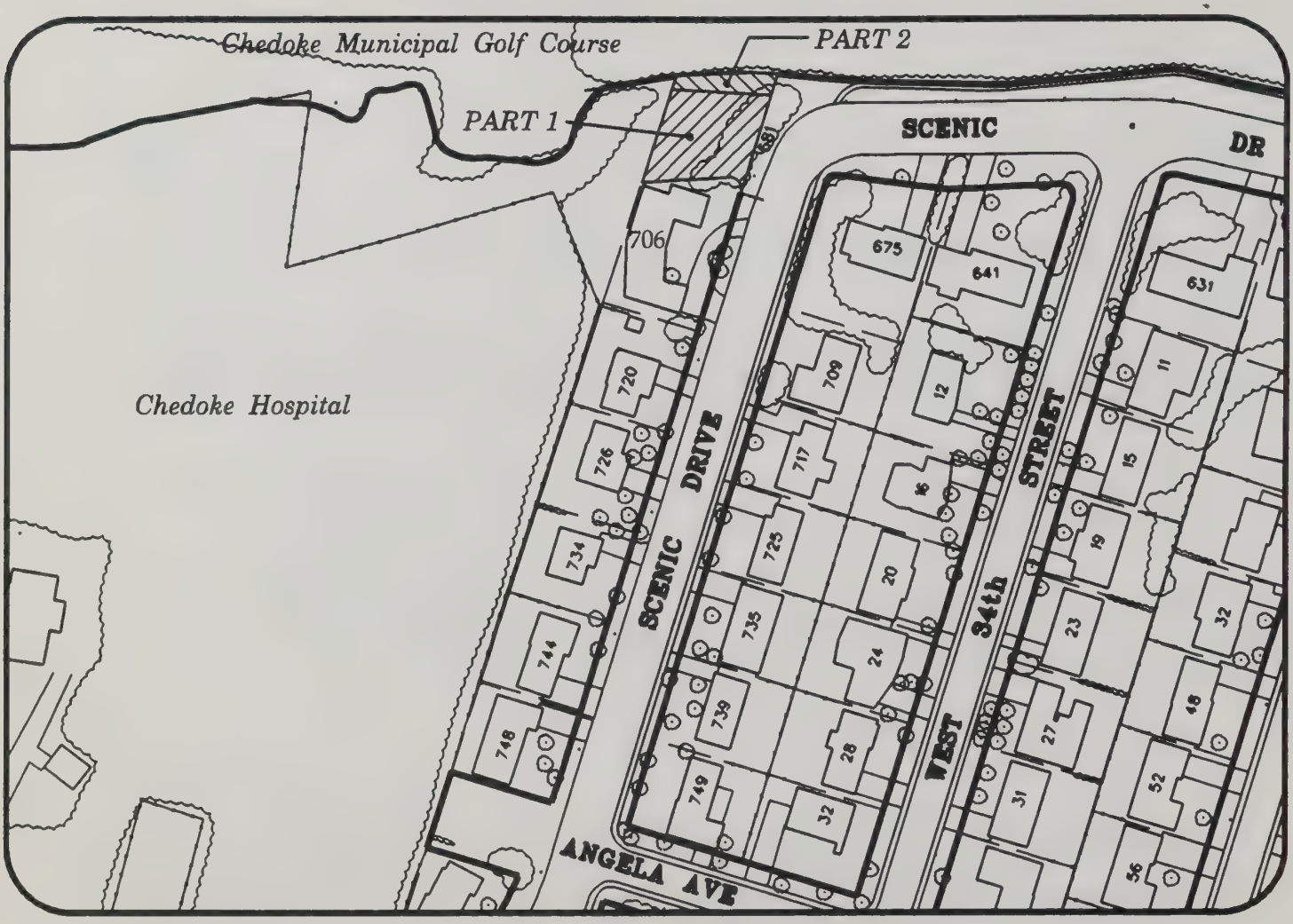
The Planning Department advised that the lands are designated "Residential" on the Official Plan and this proposal does not conflict with the intent of the Official Plan. The lands are within the Special Policy Area "1c" Niagara Escarpment Urban Area. This Department contacted the Niagara Escarpment Commission and they have no objection to the proposed closure.

iii) Public Utilities:
No objections.

Although one area resident was opposed to the closure application, the objection did not concern the actual closure but the proposed use of the land after a successful closure application. Since there have been no other objections to the request, this Department can support the application.

JKC:

CC: Alderman F. D'Amico
CC: Alderman D. O'Sullivan
CC: M. Watson, City Clerk's Department (Real Estate Division)
CC: D. Lobo, Commissioner of Public Works and Traffic



LOCATION PLAN

FOR PROPOSED PUBLIC ROAD CLOSURE

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED PUBLIC ROAD CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03(374)
	Date	
	September 29, 1998	

KEY MAP

Not to Scale



Area of Plan

FORM RP-98-1

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 2
S610-03 K.M. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Close a Portion of Mead Avenue to Vehicular Traffic (R-98-17)

RECOMMENDATION:

a) That should the Committee approve the closure of a portion of Mead Avenue, that the appropriate By-law to close a portion of Mead Avenue to vehicular traffic described as:

Part 1 on Plan 62R-14514

be prepared to the satisfaction of the City Solicitor and forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

The City Council at its meeting on 1998 February 10, adopted Item 22 of the 3rd Report of the Transport and Environment Committee to authorize the closure of Mead Avenue to vehicular traffic at about 230 metres east of Parkdale Avenue.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. There has been substantial discussion with the area residents and staff over the past several years to arrive at a solution that would alleviate the problems of truck traffic through the neighbourhood while at the same time not inconveniencing the residents. However, problems with respect to continued truck access around temporary barriers and illegal truck manoeuvers causing property damage have continued.

KML/GM:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No. A-

The Corporation of the City of Hamilton

BY-LAW NO. 98-

TO CLOSE A PORTION OF MEAD AVENUE TO VEHICULAR TRAFFIC

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, to establish, layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway, including closing all or a portion thereof only to vehicular traffic;

AND WHEREAS the portion of highway known as Mead Avenue hereinafter described in section 2, below is a local road under the jurisdiction of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 22 of the 3rd Report of the Transport and Environment Committee on the 10th day of February 1998, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to close a portion of Mead Avenue hereinafter described for the purpose closing same only to vehicular traffic by erecting thereon a vehicular barrier to prohibit through vehicular traffic;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said closure has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (a) That the hereinafter described portion of the highway known as Mead Avenue, (subject to clause (b) below) is hereby only closed to vehicular traffic.

   (b) That the said closure is to vehicular traffic in, along and upon the surface of the said portion of Mead Avenue and not the below grade soil and freehold of such portion, which below grade portion remains a highway and in use by utilities.

2. Description of portion of Mead Avenue:

   Part of Mead Avenue, Registered Plan 708,
   designated as Part 1 on Plan 62R-14514.
   City of Hamilton.
   Regional Municipality of Hamilton-Wentworth.

3. That this bylaw take effect upon its registration on title to the said highway and following such registration, the Senior Director, Roads Division be hereby authorized to close the said portion of Mead Avenue in accordance with the terms of this By-law.

PASSED this day of A.D. 1998

CITY CLERK MAYOR

(1998) 3 R.T.E.C. 22, February 10
(65-3/94.4)

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 24
File No. TEC-222-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Traffic Calming and Safety Initiatives (T&E)

RECOMMENDATION:

(a) That the proposed process, appended hereto as Appendix "A", for initiating, planning, prioritizing and implementing traffic calming plans for City streets/neighbourhoods be approved; and

(b) That staff be directed to prepare a submission for consideration in the 1999 City Capital Budget for traffic calming initiatives on City streets; and

(c) That staff be directed to prepare a pamphlet explaining traffic calming for public distribution; and

(d) That staff be directed to investigate, in conjunction with the Hamilton-Wentworth Regional Police Department, and report back on the feasibility of designating "community safety zones" on City streets, as provided for in Provincial Bill 26 "an act to promote public safety through the creation of community safety zones"; and

(e) That staff be directed to investigate and report back on the feasibility of establishing Neighbourhood Speed Watch Programs to deal with the constant concerns about the speed of traffic on local residential streets; and

(f) That the School Crossing Section of the Community Traffic and Parking Services Division be retitled "Neighbourhood Traffic Safety" Section to better emphasize the commitment to neighbourhood traffic/safety issues.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

a, b) An approved process for dealing with requests for traffic calming on local residential streets/neighbourhoods is required for effective initiation, planning and implementing of such plans as well as prioritization for ranking in the annual Capital Budget process.

c) The preparation of a Traffic Calming information pamphlet would be done within the current budget.

d) The new Provincial legislation creating community safety zones would allow for increased fines for speeding, stop sign violations, etc., but would require additional police surveillance and the manufacturing, erecting and maintaining of additional signs/markings. Therefore, a comprehensive review of such an initiative and the associated costs is required.

e) There are various types of Neighbourhood Speed Watch Programs involving resident participation. Depending on the scale of the program, the costs of administering such a program could be prohibitive, but again further review is required.

BACKGROUND:

This report has been prepared in response to recent interest in traffic calming as well as the new Provincial Legislation with respect to "community safety zones".

a,b,c) The City Council recently approved an experimental traffic calming plan for Albright Road between Mount Albion and Quigley. This plan was approved following extensive consultation with the local residents and Ward Aldermen regarding strategies to deal with the concerns about the speed and volume of traffic using this neighbourhood collector street. As a result, other members of Council and the public have inquired about traffic calming on other streets/neighbourhoods. In the meantime, Aldermen Tom Jackson and Bob Charters have had several public/staff meetings and are struggling to find a solution to the traffic situation on Birchview Drive, where the volume of traffic has tripled since the opening of the Linc. Traffic calming might be considered for this street.

While traffic calming is used extensively in many North American municipalities, it is a relatively new approach/philosophy to neighbourhood traffic control and until recently, experience with traffic calming in Ontario has been limited. The Regional Transportation Review recommended "that neighbourhood traffic calming projects be undertaken in cooperation with residents and local governments for those neighbourhoods where through traffic on local streets is causing significant problems". However, no funds have been budgeted or considered for such traffic calming programs in Hamilton to date.

The speed and volume of traffic on local residential streets and pedestrian safety are major community concerns and are readily seen as "quality of life" issues. Thus, there are regular and continual demands for various types of traffic control devices in neighbourhoods. For many years, residents have demanded the installation of all-way stop signs in neighbourhoods and staff has always been concerned that the proliferation of stop signs merely results in a higher violation rate and additional safety concerns and an erosion in driver behaviour. Stop signs are very energy inefficient, but are often seen as "quick fixes" to neighbourhood traffic concerns. Lower speed limits are also regularly requested, but these are generally ineffective and require constant police enforcement. Traffic management devices (ie. road closures, turn prohibitions, one-way streets, etc.) have been utilized, but are often very controversial and often pit neighbours against neighbours. These various concerns, for many years, have been dealt with individually rather than comprehensively.

Traffic calming involves changes which affect motorists' perceptions of a street and influences their behaviour such that they drive more slowly, and does not generally restrict access or divert traffic. Traffic calming generally does not require police enforcement to be effective.

Therefore, traffic calming initiatives would appear to be the next logical step in the evolution of neighbourhood traffic management in Hamilton.

Due to the growing popularity of traffic calming initiatives in Canada and the lack of information and consistent treatments, the Transportation Association of Canada and the Canadian Institute of Transportation Engineers formed a partnership and are presently in the final development stages of a "Canadian Guide to Neighbourhood Traffic Calming". Much of the information obtained in this guide was used for the Albright project and will be the basis for future traffic calming initiatives.

The goals of traffic calming are to:

- reduce vehicular speeds; and
- discourage through traffic movements; and
- minimize conflicts between road users (motorists, cyclists, pedestrians); and
- reduce the number and severity of collisions; and
- improve aesthetics through landscaping and design features; and
- address real and perceived safety concerns; and
- reduce the need for police enforcement.

In view of the above, it can be seen that traffic calming is much more than a traffic engineering program, and can result in an overall improved quality of life for residents. The consensus among traffic authorities is that public participation is the key to developing a successful traffic calming plan, and this is evident by the fact that two previous City traffic calming initiatives did not come to fruition and were not supported by the residents, but in the Albright case, where a neighbourhood committee was struck, it was unanimously supported by the neighbourhood. While there are literally dozens of types of traffic calming devices and unlimited combinations, the specific features of such plans must be determined by local conditions (ie. road widths, parking conditions/needs, service delivery, bus and emergency service vehicle access, driveway locations, etc.). The attached newspaper article from the "USA Today" provides a concise summary of the most popular types of traffic calming devices.

Traffic calming projects should be prioritized according to:

- the severity of the problem
- the date of the request
- judgment as to the effectiveness of the traffic calming plan
- implementation costs
- availability of funding
- reduced motor vehicle noise and pollution
- potential for implementation during reconstruction projects.

While traffic calming is also considered to be a "quality of life" issue, in addition to a traffic control measure, traffic authorities are quite often forced to deal with residential groups' perceived rather than real traffic concerns and demands for immediate corrective action regardless of whether or not there is a documented problem. Thus, the establishment of warrants would be difficult to formulate and might not be appropriate as each situation needs to be evaluated independently and warrants could indicate that City staff is not flexible and not sincere in its efforts to address the neighbourhood traffic issues. Therefore, it is not intended that warrants be established.

c) Community Safety Zones

Bill 26, given Royal Assent on 1998 June 26, allows for municipalities to designate a portion of a street under its authority as a "Community Safety Zone", when in the opinion of the Council public safety is of special concern. The by-law for this designation must specify the hours, days and months when in effect and the municipality must have adequate signs erected noting that the street in question is a Community Safety Zone. This designation is another form of traffic control available to alter the behaviour of motorists. Community Safety Zones provide for a higher penalty if a motorist is in

violation of the "Rules of the Road". The fines for speeding offenses would be doubled and in the case of other moving violations the minimum fine is doubled while the maximum fine is not changed. Currently, these fines are collected by the Province and designating streets as safety zones would not have any immediate impact on City revenues.

In reviewing the feasibility of using these zones, Police consultation is required to determine the availability of Police involvement. Using the designation would be redundant if there is a lack of available officers to enforce, and would be subject to complaints by residents if adequate enforcement is not provided. Additionally, staff have been investigating the possibility of allowing violators to be charged under City legislation which would allow the generated revenues to be credited to the municipality.

d) Speed Watch

The use of Speed Watch Programs is becoming a common practice in many municipalities in North America. The increase in the speed of motorists is becoming evident on City streets and staff are investigating all available avenues to address this problem. In general, Speed Watch Programs involve staff of both Police and Traffic Departments along with citizen participation. This tool is used to enhance traffic safety through active participation by citizens. It is generally a non-enforcement education program designed to raise public awareness of the actual speeds on neighbourhood streets.

Although such a program is usually set up and administered by staff, the active monitoring of the speed of vehicles is assumed by the community. The use of radar equipment is used to measure speeds and are then displayed on a board to advise motorists of their actual speeds. There are several manufacturers of these display boards which is the major cost associated with the Speed Watch Program.

MBH/kag
Attach.

c.c. Alderman Tom Jackson, Chairman
Hamilton-Wentworth Police Services Board

SCHEDULE "A"

TRAFFIC CALMING PROCESS

1. **Identify Problems/Concerns**

   - identify magnitude of problems/concerns
   - define study area/neighbourhood
   - preliminary investigations
   - consult with elected officials

2. **Neighbourhood Meeting**

   - explain reason for meeting/process
   - detail problems/concerns
   - select citizen committee

3. **Develop Traffic Calming Plan with Neighbourhood Committee**

   - data collection
   - citizen committee meetings
   - consult with emergency services (Police, Fire, Ambulance)

4. **Follow-up Neighbourhood Meeting**

   - presentation of traffic calming plan by citizen committee/staff and elected officials
   - "fine turning" of plan

5. **Report to Committee/Council for Approval**

   - present plan
   - costs
   - implementation strategy (ie. prioritization of projects)
   - capital budget funding versus reconstruction projects

6. **Implementation**

   - advertising
   - temporary installation

7. **Evaluation**

   - before/after comparison
   - status report to Committee/Council (permanent installation approval)

8. **Permanent Installation**



Communities finding ways to brake zip-through drivers

From East Coast to West, 'traffic calming' is helping to slow the fast flow of commuters and other drivers through residential streets. Neighbors and city officials are 'trying to undo the traffic chaos created in the 1960s.'

By Carol J. Castaneda
USA TODAY

SARASOTA, Fla. Tired of stop-and-go traffic, the time-pressed commuter tries a short cut through neighborhoods on streets that aren't as busy.

Big mistake.

Shade Avenue's first speed hump rises just north of Hibiscus amid a sea of brake lights. Slosh goes the coffee. Six more car-jarring humps follow in just the next mile. Doughnuts thump to the floor.

Fleeing onto Hyde Park Street, the driver finds a side-jutting concrete islet that narrows the street and forces cars to pass one by one. Next, cars are diverted around two center medians before encountering a final, maddening islet.

Welcome to the Florida Gulf Coast city that is ground zero in a national battle pitting testy commuters and increasingly aggressive drivers against residents who want slower traffic [illegible] more walkable neighborhood streets.

From Sarasota to Seattle, citizens are shouting "traffic calming" as a way to end the mad rush of cars racing 40 mph and faster down residential streets. As stressed-out commuters and combative drivers roar through the neighborhoods to avoid clogged main roads, residents are taking up the fight.

Call it the biggest change in suburban driving since cul-de-sacs came in vogue in 1929. Streets once designed to move cars in and out of neighborhoods as quickly as possible are being redesigned today so they can be shared by pedestrians, bicycles and pets.

"It's a whole change in mindset. We thought bigger was better, and faster was better, and now we don't," says Reid Ewing, an urban planning professor at Florida International University in Miami.

U-turn in philosophy

Transportation experts see traffic calming as a U-turn in engineering philosophy. The basic theory is to change straight streets into obstacle courses that dramatically slow traffic.

Speed humps and elevated speed tables force cars to slow or suffer abrupt jolts. Traffic circles at intersections impede straight and quick throughways. Curbs and sidewalks that jut into streets force motorists to yield to each other and pass one at a time.

"We're trying to undo the traffic chaos created in the 1960s, when engineers were transforming every city street into a mass 'arterial roadway with no parking," Milwaukee [illegible] John Nordquist says.

[illegible] popular in Europe, [illegible]alming in this country [illegible]ed on the West Coast and is spreading eastward rapidly. The momentum stems from 6,000 pedestrian traffic fatalities a year. Fifty-five percent take place in neighborhoods.

Just look around:

▶ Seattle may have more miniature traffic circles, at least 610, than any other city. Seventy more go in this year.

City officials say the circles have reduced traffic accidents by more than 90% where they have been built. One review of 30 circles found 50 accidents before installation in 1991 and only two accidents after.

Seattle also has built deceptive "chicanes" on a dozen busy streets. Twelve more are going in this year. Chicanes alternate parking and landscaping from one side of the street to the other, so drivers see a zigzagged road rather than a clear, straight path.

▶ Portland, Ore., residents are clamoring for traffic circles, speed humps and curb extensions. The waiting list is 500 streets long.

Transportation planners say the most effective use of traffic calmers is to place them area-wide. Otherwise, speeding problems are just diverted from one street to another.

▶ Austin, Texas, officials brought in Florida transportation engineer Michael Wallwork to redesign four-lane streets that border neighborhoods.

Wallwork's philosophy: Narrow the intersections so drivers have to reduce speeds.

Traffic calmers may be an "annoyance, but when your child gets killed, you're going to demand the city do something," Wallwork says.

▶ Engineers in Cambridge, Mass., are reducing a mile of busy Massachusetts Avenue from four lanes to three by widening sidewalks, installing bike lanes and extending curbs. This spring, the city will spend $250,000 to build raised crosswalks and landscaped traffic islands that divert traffic and slow it down.

Here in Sarasota, engineers can barely keep up with demand for traffic calmers. Thirty-five thousand motorists a day travel to jobs downtown. To shave five to 10 minutes off trips, drivers cut through neighborhoods of multimillion-dollar Mediterranean homes with bayfront views.

As a result, harried homeowners have fought to have as many as 80 traffic calmers built in their beach resort town since 1990. Twenty-four more will go in this year.

Speed humps are the traffic calmers most in demand here, as they are across the nation. Not as teeth-rattling as speed bumps found in parking lots, humps rise 3-4 inches above street level and typically are 12 feet long.

Carol Ostling waged a three-year battle to get humps installed on her street after speeding cars killed the family's two cats and nearly plowed down her husband, Robert. He was in his own front yard when a driver sailed onto the lawn, braking just inches from him.

"It was an absolute nightmare," Carol Ostling recalls. "Every other week there was a fender bender. Something had to be done." At times, she says, she felt like screaming, "Don't drive like it's the Indy 500!"

The Ostlings attended endless meetings, made phone calls and circulated petitions because 60% of their neighbors had to agree to the humps.

Since the humps were installed in 1994, traffic has dropped by nearly 50%, to 3,700 cars a day. Speeds have fallen about 10 mph, to 28 mph. The posted speed is 25 mph.

Speed Bump Capital

But the transition isn't always smooth. Last fall, hundreds of frustrated drivers responded when radio station WSRZ-FM organized a "Honk If You Hate Speed Humps" campaign and awarded free front-end alignments to winners in call-in contests.

"We had a lot of fun with it. Sarasota, the Speed Bump Capital of the World," says disc jockey David Jones.

Sarasota Fire Capt. Chuck Johnston feared that traffic obstacles would add critical delay to fire and rescue response.

"For somebody who is having a heart attack, we need to be there by four to six minutes," Johnston says. But officials have found that rescues take only a few seconds more even when the route has traffic calmers.

Government officials also needn't have feared that traffic calmers might somehow contribute to injuries to motorists or pedestrians and result in a slew of lawsuits.

Studies show that pedestrians have an 85% chance of surviving if they're hit by a car going under 10 mph. They have the same chance of being killed if the car is traveling at speeds above 35 mph. Severe injury is likely in between.

"If we could put up a sign that said 'Please respect our neighborhood and drive slowly,' we wouldn't have to install any devices at all," former Sarasota mayor Mollie Cardamone says. She lost two dogs to speeders. "But the reality is people have become more and more uncivil."

Contributing: Deborah Sharp

Neighborhoods declare war on traffic

Humps, bends and barriers are being built on neighborhood streets across the USA to slow or reduce traffic flow. The devices vary in type, size and shape. Some examples of the growing trend toward 'traffic calmers:'



Sources: Jim Mundell, senior traffic engineer, Seattle Transportation; Michael Wallwork, senior traffic engineer, the Corradino Group Inc., Jacksonville, Fla.; Adam Mohammad, assistant city engineer, Sarasota, Fla.

By Julie Bassey, USA TODAY



On Shade Avenue: Carol and Robert Ostling stand alongside a speed hump near their Sarasota, Fla., home. Carol waged a three-year fight to have the humps installed after speeding drivers killed the family's two cats and nearly plowed down her husband. 'It was an absolute nightmare,' she says. 'Every other week there was a fender bender. Something had to be done.'

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 22
File No. TEC-262-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Eagleglen Way and Upper Paradise Road - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Eagleglen Way and Upper Paradise Road.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this, results in increased motor vehicle operating costs in the order to $10,000 annually.

BACKGROUND:

Alderman Frank D'Amico has advised of a request from Dave Tabone, 1247 Upper Paradise Road, that all-way stop control be implemented at the intersection of Eagleglen Way and Upper Paradise.

The subject intersection is a recently constructed four-leg intersection, and presently, eastbound and westbound traffic on Eagleglen Way is required to stop for northbound and southbound traffic on Upper Paradise. Records indicate that there has been no reported collision at this intersection since it was constructed. This is an excellent collision record which could not be improved upon by the implementation of all-way stop control.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location, at this time.

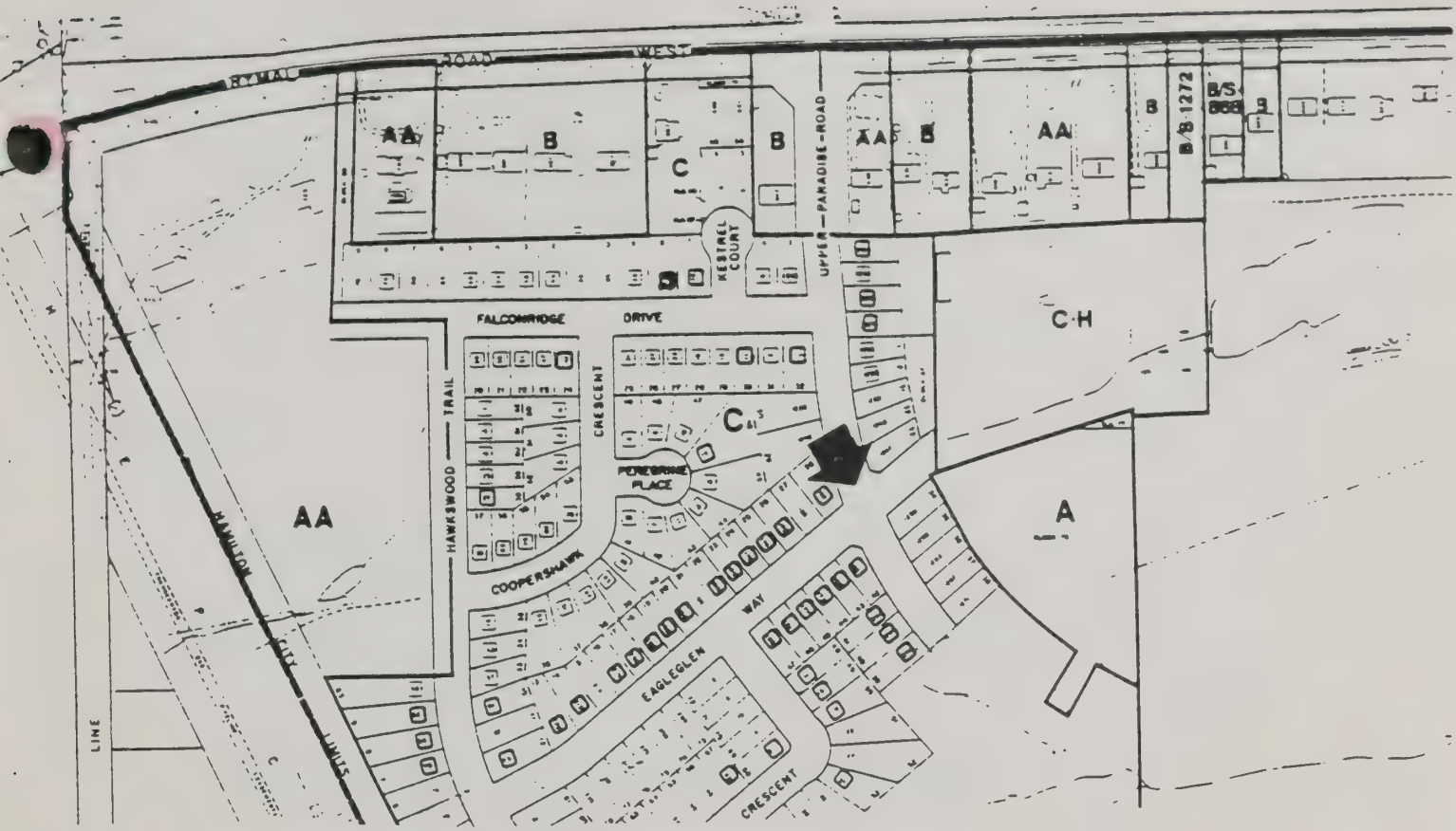
Upper Paradise is a dead-end street south of Eagleglen Way, and Eagleglen Way is a dead-end street east of Upper Paradise and the volume of traffic entering this intersection is very low such that all-way stop control would not be practical at this time. However, as the neighbourhood east of Upper Paradise develops in the future, this location may be suitable for all-way stop control.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way of the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Staff has assessed this request and has its usual concerns respecting the use of all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, and stop signs have no effect on the speed or volume of traffic, and unwarranted stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Upper Paradise and Eagleglen Way.

CVB/lb



THE CITY OF HAMILTON


HAMILTON HARBOUR
LAKE ONTARIO
DUNDAS
ANCASTER
GLANBROOK
STONEY CREEK
GLADSTONE
BARTON
KENILWORTH
GAGE
CODES PARADISE
MOUNTAIN
MOUNT HOPE
GREENHILL
GREENHILL
GREENHILL

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 October 5th
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 September 21st

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 306 Catharine Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(b) No. 118 Stirton Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 65 Tisdale Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) Caroline Street North between King Street West and Napier Street

ii. **Intersection Control**

(a) Intersection of Chedoke Avenue and Hillcrest Avenue

(b) Intersections of East 45th Street and Lupin Avenue and East 45th Street and Thelma Avenue

(c) Intersection of Clifton Downs Road and Morgan Road

iii. **Miscellaneous**

(a) Mohawk Road East and Upper Ottawa Street
School Crossing Guard Request

(b) Bonaparte Way at Corsica Court and Bonaparte Way at Fusilier Drive

(c) No. 71 Rebecca Street and No. 060 Catharine Street North
Discharge of Two Commercial Boulevard Parking Agreements
- GO Transit

iv. **City Engineer**

(a) Standard Form City of Hamilton Subdivision Agreement Amendment

(b) Encroachment Agreement - 236 Pritchard

2(A)

Monday, 1998 September 21st
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present:
B. Price, Hamilton Safety Council
D. Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic Department
R. Meiers, Public Works and Traffic Department
C. Firth-Eagland, Public Works and Traffic Department
G. Aston, Roads Department
K. C. Christenson, Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

(i) The minutes of the Transport and Environment Committee meeting held 1998 June 22nd were adopted as circulated to the Committee.

(ii) The minutes of the Special Transport and Environment Committee meeting held 1998 August 5th were adopted as circulated to the Committee.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **East Side of McIntosh Avenue, south of Stone Church Road West**

The Committee was in receipt of a report dated 1998 August 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the east side of McIntosh Avenue commencing at Stone Church Road West and extending to a point 45 feet southerly therefrom be extended an additional 49 feet southerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 78 Clinton Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 August 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Clinton Street commencing at a point 137 feet east of Barnesdale Avenue North and extending to a point 19 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Katherine Charles, No. 78 Clinton Street.

(c) **No. 280 Cope Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 69 feet south of Newlands Avenue and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Shirley Warring, No. 280 Cope Street.

(d) **No. 93 Gertrude Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Gertrude Street commencing at a point 4 feet west of the extended west curb line of Rowanwood Street and extending to a point 19 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Nicholas Laufman, No. 93 Gertrude Street.

(e) **North Side of King William Street, east of James Street South**

The Committee was in receipt of a report dated 1998 August 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the north side of King William Street, commencing 78 feet east of James Street North and extending to a point 60 feet easterly therefrom, be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **South Side of Limeridge Road East, east of West 5th Street**

The Committee was in receipt of a report dated 1998 August 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the south side of Limeridge Road East between West 5th Street and Hawkridge Avenue be removed; and,

(b) That the existing "No Stopping" regulation on the south side of Limeridge Road East, commencing at West 5th Street and extending to a point 214 feet easterly therefrom be revised such that the regulation commences at West 5th Street and extends to a point 154 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Dead End of Cheever Street, north of Burton Street**

The Committee was in receipt of a report dated 1998 September 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Cheever Street between Burton Street and the T.H. & B. Railway Tracks be replaced with a full time parking prohibition on the east side and unrestricted parking on the west side of this street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 1064 Cannon Street East**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Permit Parking" regulation be implemented on the west side of Belview Avenue commencing at a point 26 feet south of Cannon Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 342 John Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 25 feet north of Strachan Street East and extending to a point 33 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersections of Artistic Boulevard and Paris Avenue and Artistic Boulevard and Embassy Drive**

The Committee was in receipt of a report dated 1998 August 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That northbound traffic on Artistic Boulevard be required to stop for eastbound and westbound traffic on Paris Avenue; and

(b) That southbound traffic on Artistic Boulevard be required to stop for eastbound and westbound traffic on Embassy Drive; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Brigade Drive and Bastille Street**

The Committee was in receipt of a report dated 1998 July 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman T. Anderson, the Committee agreed that the item be tabled in order that he have an opportunity to canvass thew neighbourhood residents.

iii. **Miscellaneous**

(a) **Neighbourhood Watch Program for the Quinndale Neighbourhood**

The Committee was in receipt of a report dated 1998 August 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Quinndale Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Quinndale Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH55301 75030.

(b) **Neighbourhood Watch Program for the Macassa Neighbourhood**

The Committee was in receipt of a report dated 1998 August 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Macassa Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Macassa Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH55301 75030.

iv. **City Engineer**

(a) **Banner Application - 900 CHML Hometown Radio**

The Committee was in receipt of a report dated 1998 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of 900 CHML Hometown Radio to erect a banner over Main Street West from 1998 December 7 to 1998 December 14, with the following message:

"Please Support the Christmas Tree of Hope - 900 CHML"

be approved.

(b) **Street Incorporation**

The Committee was in receipt of a report dated 1998 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Acadia Drive	Part 3	Plan 62R-10529
Crerar Drive	Block 16	Plan 62M-728
Elk Court	Block 14	Plan 62M-728
	Block 44	Plan 62M-848

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

(c) **1998 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1998 September 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in:

"Bow Valley Estates", Hamilton

City's Share $ 3,972.33 Subdivider's Share $135,949.41

"Central Estates", Hamilton

City's Share NIL Owner's Share $ 73,154

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of Bow Valley Estates, Hamilton and Central Estates, Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's Share of $4,145.04 for fencing adjacent to City owned lands in connection with the subdivision, Bar-Brock Estates - Phase 4 be approved.

(d) **Encroachment Agreements**

The Committee was in receipt of a report dated 1998 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as listed below, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees, as listed below, be set for the encroachments.

Location and Municipal Address	Owner	Type of Encroachment	First Year/ Annual Fee
Harrison Ave. (location) 19 Division St. (Municipal Address)	K. & M. Dawson	Chimney encroaching by 0.070 x 0.60m	$185/20
25 Connaught Avenue North	A. Meek	Steps encroaching by 0.20m x 1.80m	$185/20
341 Strathearne Avenue	Echo Renovations & J. Stone & J. Thomas	Porch and stairs encroaching by 4' x 2'	$185/20

v. **Public Works Division**

Construction of Concrete Sidewalk on the East Side of Main Street West along the frontage of No. 1898 Main Street West

The Committee was in receipt of a report dated 1998 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the construction of a concrete sidewalk on the east side of Main Street West along the frontage of No. 1895 Main Street West proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $74,000 with a City's Share of $38,259 be financed from the 1998 Capital Levy and an Owner's Share of $35,741 be financed by the issuance of debentures for a term not to exceed 15 years as provided in the 1998 portion of the 1998 - 2007 Capital Budget; and,

(b) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor; and,

(c) That the Commissioner of Public Works and Traffic be authorized to construct these works once all the necessary approvals have been received.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1998 September 21 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
June 17	Ontario Trucking Association	Trucking Industry in Ontario	1998 June 30th
June	Rail Ways to the Future	On Track for Reduced Emissions - A Provincial Leadership Strategy	1998 July 8th
July	Ontario Good Roads Association	Bulletin	1998 July
August	Ontario Good Roads Association	Bulletin	1998 August 24
August 18	Commissioner of Public Works and Traffic	Parking on Local Residential Streets during Aquafest 1998 July 16 to July 19	1998 August 28
September 2	Commissioner of Public Works and Traffic	Intersection Control - Conclusion of Six Month Trials	1998 September 14
September 15	Commissioner of Public Works and Traffic	Hamilton Cultural & Ethnic Mosaic Association Parade	1998 September 17

2. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Proposed Outdoor Boulevard Cafe - No. 49 King William Street

The Committee was in receipt of a report dated 1998 September 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved that the item be tabled and that the Commissioner of Public Works and Traffic be directed to meet with the applicant and report back on possible street alterations which would allow for patio cafes.

3. OTHER BUSINESS

(a) **Council Referral**
Intersection Control Julian Avenue and Roxborough Avenue

The Committee was in receipt of correspondence dated 1998 July 9 from the City Clerk respecting the subject matter. Following brief discussion, the Committee approved that the item be received.

(b) **Intersection of Upper Paradise Road and Eagleglen Way**

At the request of Alderman D'Amico, the Committee directed that the Commissioner of Public Works and Traffic report back on the implementation of intersection control at Upper Paradise Road and Eagleglen Way.

(c) **By-Law to Assume Parking Authority**

Alderman Collins informed the Committee that the City had received Provincial approval for assuming the responsibilities of the former Parking Authority and that By-law enforcement of could recommence at Municipal parking lots. The committee agreed that no action be taken by staff to recover outstanding fines accumulated by motorists under the Courtesy Envelope programme.

(d) **Bicycles and Skateboards on Sidewalks**

Alderman Morelli raised the issue of bicycles and skateboards causing a hazardous situation for pedestrians on sidewalks and following brief discussion the Committee directed that staff report back on the issue.

(e) **Emergency Vehicle Sirens**

Alderman Morelli raised the issue of Emergency Vehicle sirens disturbing residents and questioned the use of preemption of traffic lights. Following brief discussion, the Committee agreed that this issue was more correctly raised at the Finance and Administration Committee.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 September 21

/mjw

2(a)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 18
File No. TEC-257-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 306 Catharine Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 106 feet south of Murray Street East and extending to a point 22 feet southerly therefrom, and on the west side of Catharine Street North commencing at a point 63 feet south of Murray Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Walter Chapple, 306 Catharine Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

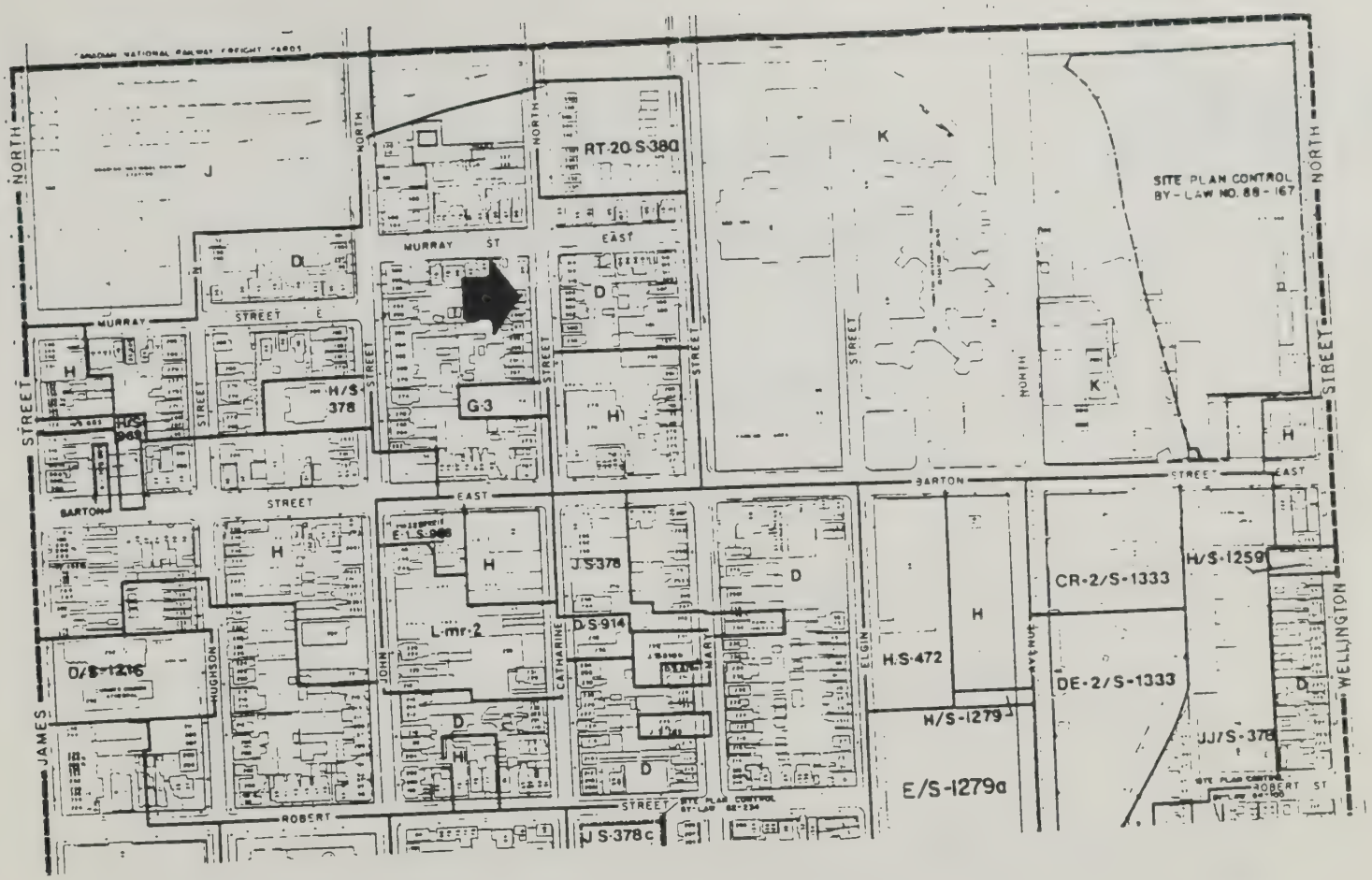
Staff has received a request from Mr. Walter Chapple, 306 Catharine Street North, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

Catharine has a 29-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-

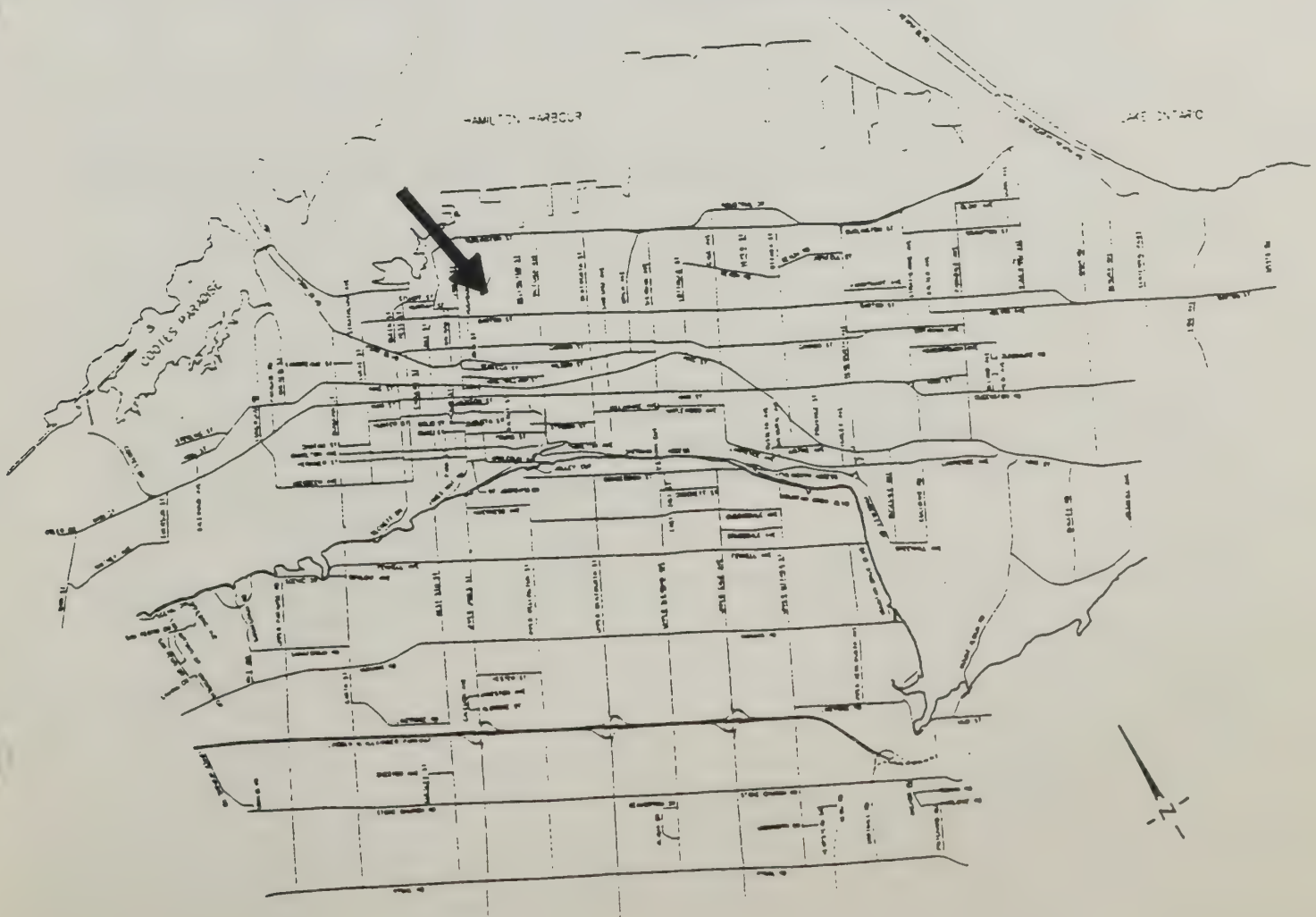
round basis. Staff has been advised that Mr. Sam Marrone, 94 Murray Street East, supports the implementation of a reserved "Permit Parking" space adjacent to his home for use by Mr. Chapple.

Staff has confirmed that Mr. Chapple meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag



THE CITY OF HAMILTON



2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 22
File No. TEC-260-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 118 Stirton Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Stirton Street commencing at a point 36 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

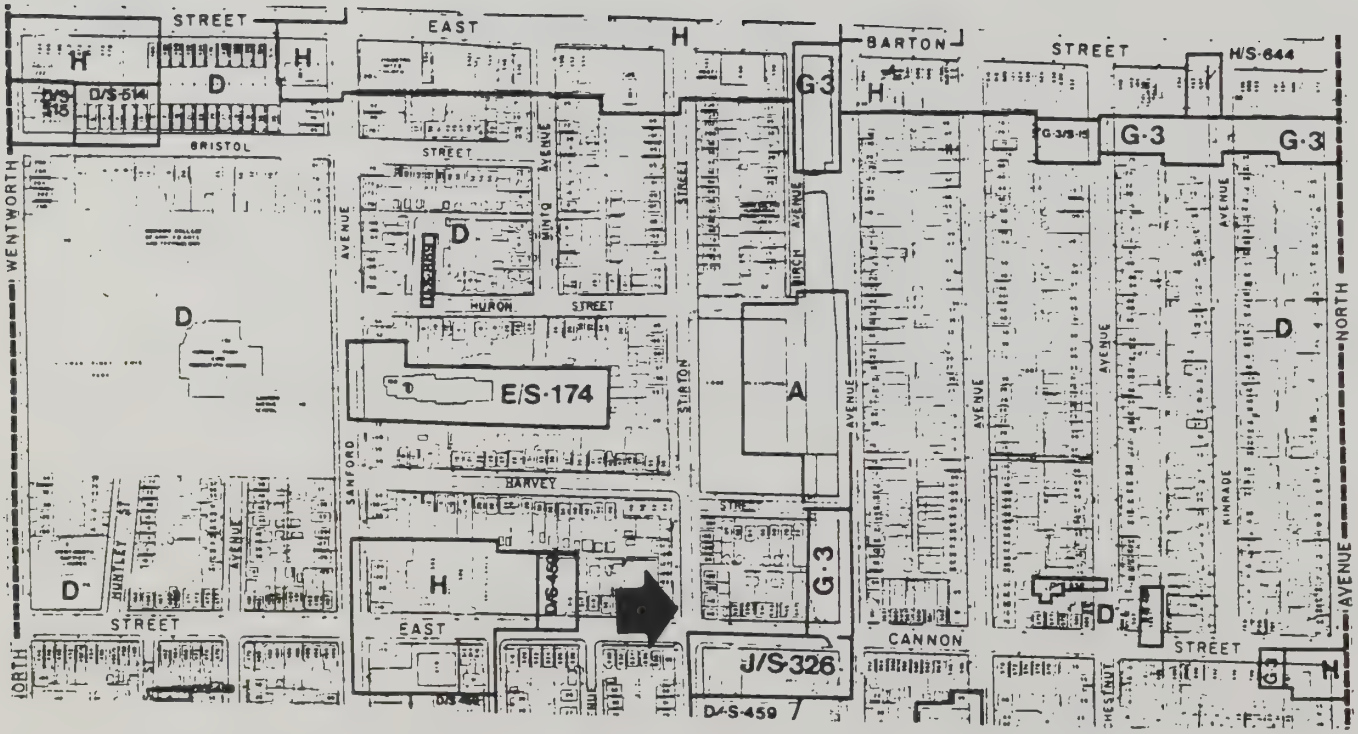
Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

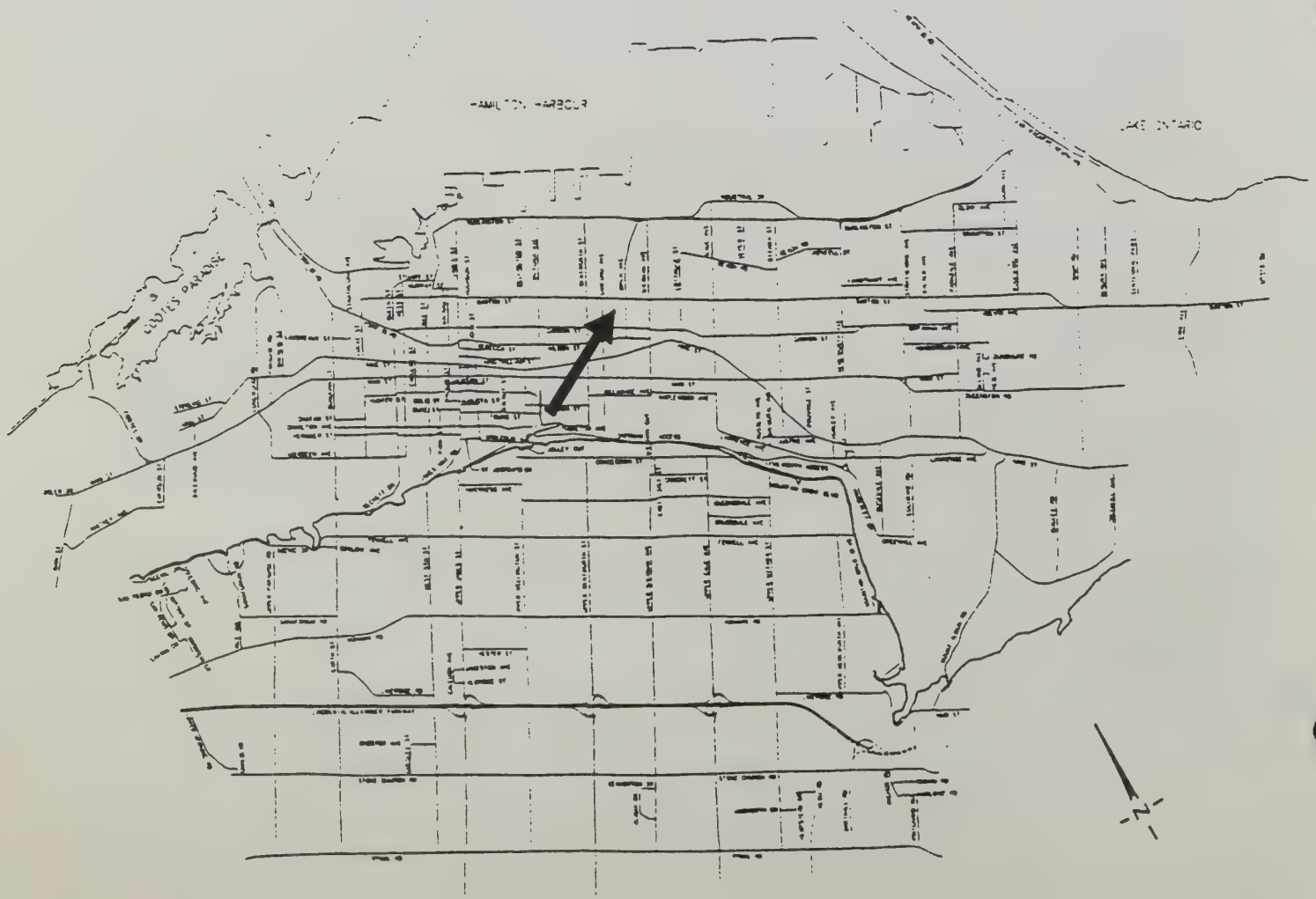
Staff has received a request from an area resident that the existing "Permit Parking" regulation on the west of the street, across from No. 118 Stirton Street, be removed as the resident has moved. Staff has confirmed that Ms. Celine Martin, 118 Stirton Street, has moved, and therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the west side of the street.

CVB/MBH/kag



THE CITY OF HAMILTON



2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September
File No. TEC-266-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 65 Tisdale Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Tisdale Street North commencing at a point 111 feet south of Wilson Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Frank Stinson, No. 65 Tisdale Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

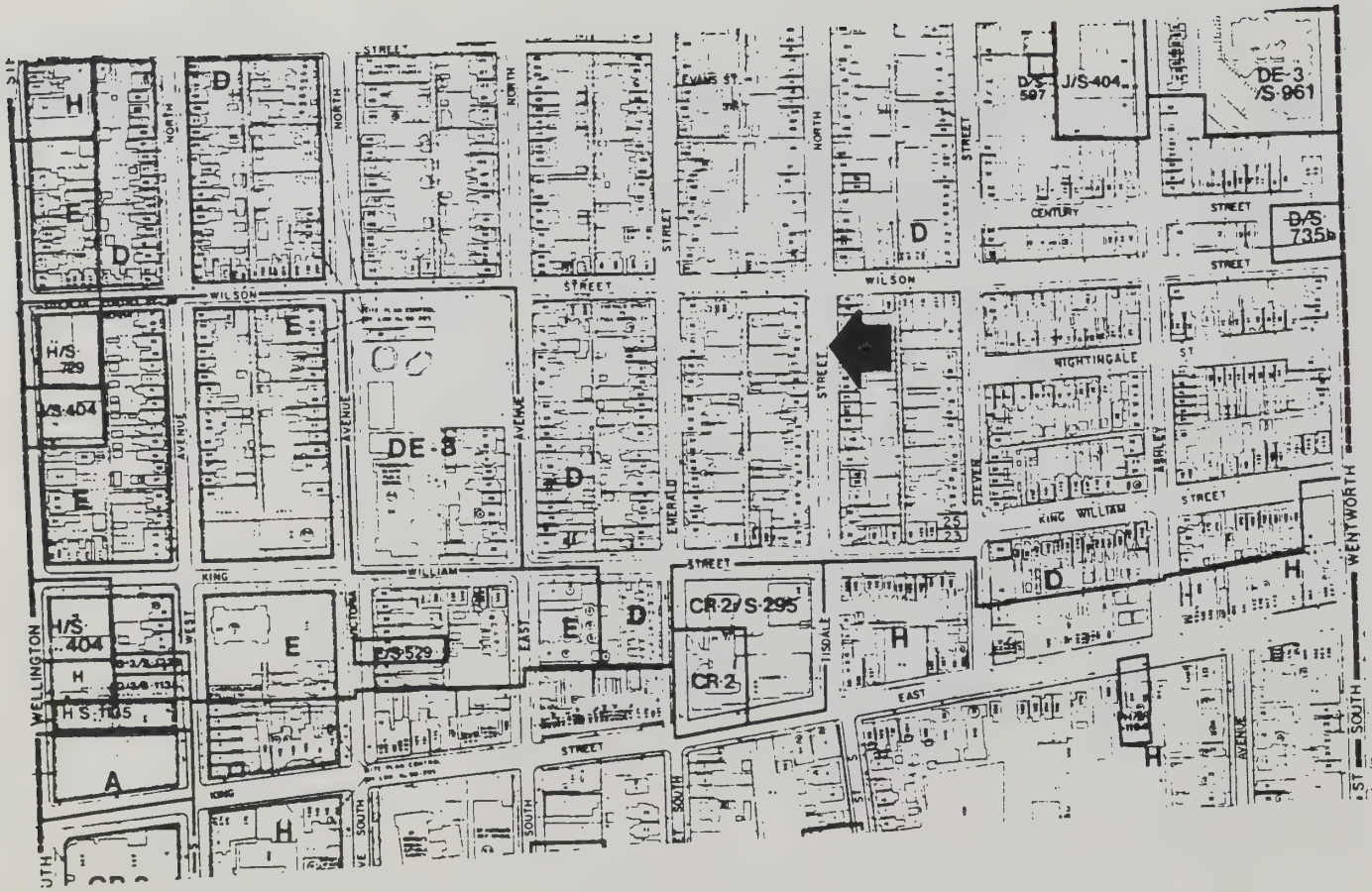
BACKGROUND:

Staff has received a request from Mr. Frank Stinson, 65 Tisdale Street North, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of his home, since he is disabled.

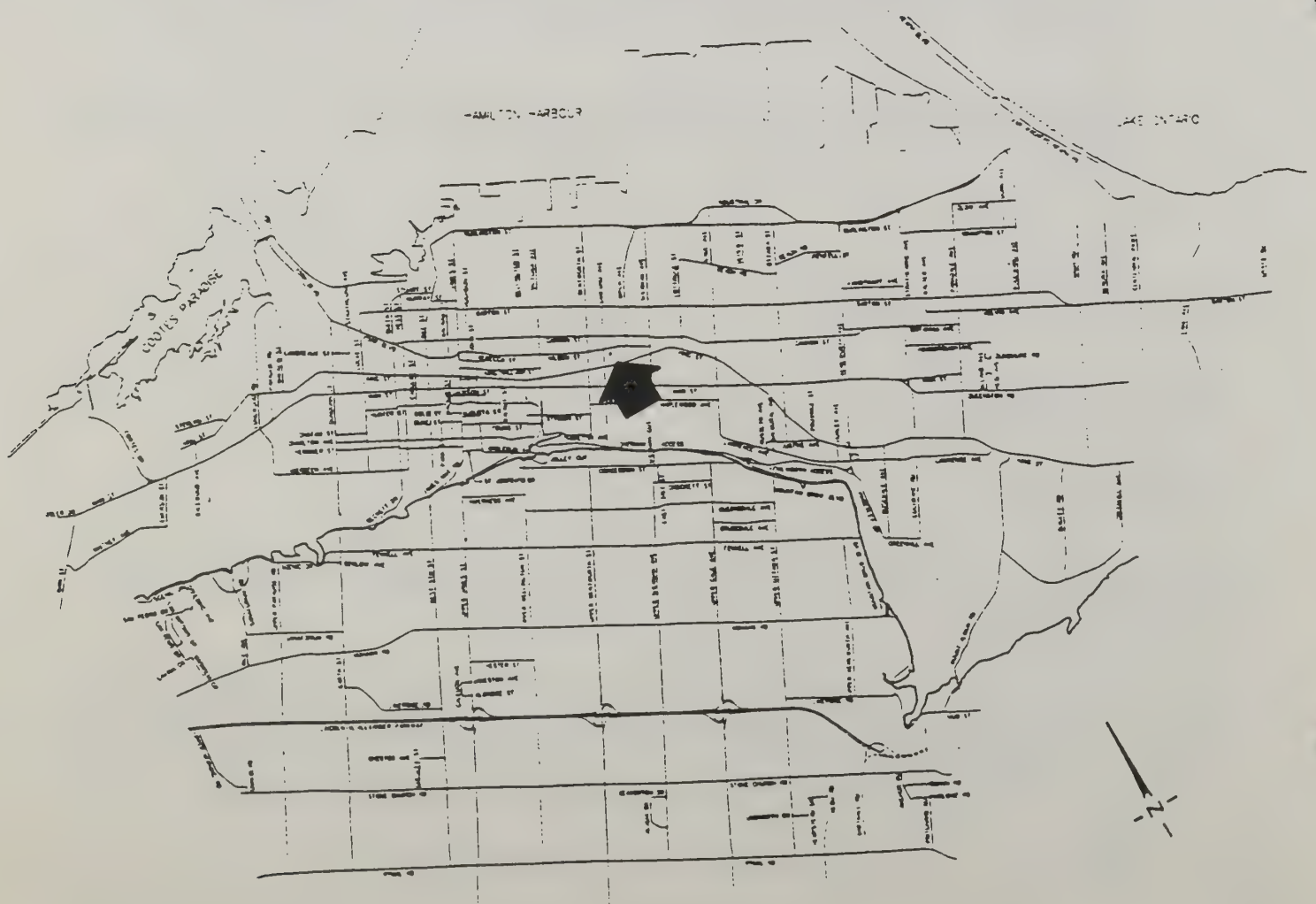
Tisdale has a 25-foot pavement width and, at present, there is a full-time "No Parking" regulation on the east side of the street and unrestricted parking on the west side of the street, in this area. Staff has confirmed that Mr. Stinson meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag

8R



THE CITY OF HAMILTON



2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 24
File No. TEC-264-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Caroline Street North between King Street West and Napier Street - Parking Regulations

RECOMMENDATION:

(a) That the existing full-time "No Parking" regulation on the west side of Caroline Street North between King Street West and Napier Street be removed; and

(b) That Caroline Street North between King Street West and York Boulevard be removed from the "through street" system such that overnight parking will be allowed; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

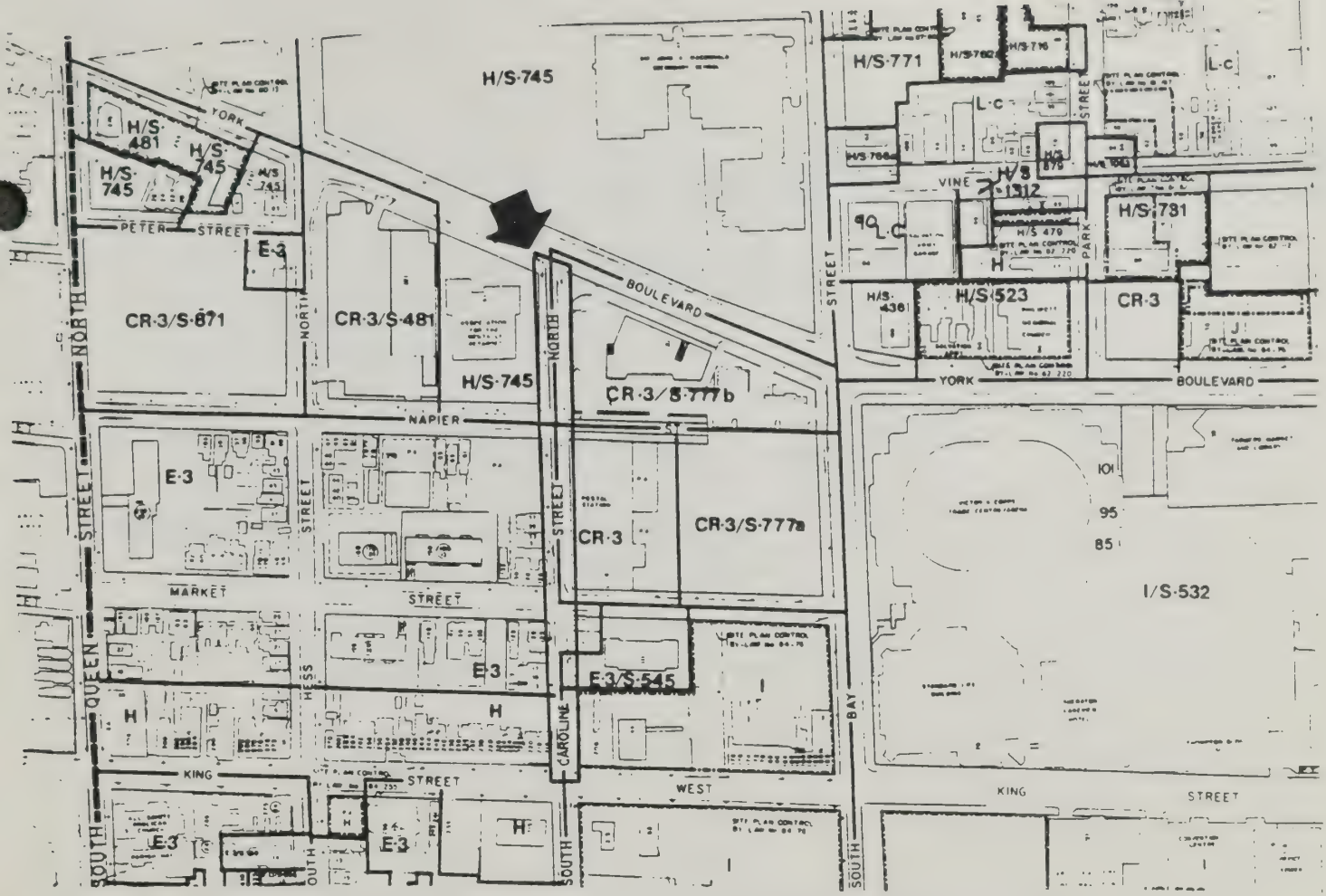
Sufficient funds are available in the 1998 budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of seven of the nine residential properties abutting Caroline between King and Napier requesting that the existing full-time "No Parking" regulation on the west side of the street in this area be removed. All seven of the residents that signed the petition are in favour of removing the regulation.

Caroline has a 30-foot pavement width, and presently, there is a full-time "No Parking" regulation on the west side and a full-time "No Stopping" regulation on the east side of the street in these blocks. Staff has determined that the removal of the full-time "No Parking" regulation to allow parking on west side of the street will have no serious impact on the existing traffic flow on this section of Caroline. A representative of the Streets and Sanitation Division has advised that the "through street" designation in the blocks between King and York could be removed to allow overnight parking without interfering with street maintenance operations. Staff recommends that the "No Stopping" signal clearance on the west side of Caroline, north of King, be maintained to facilitate turning movements at the intersection. Therefore, since 78 percent of the abutting residents support the removal of the full-time "No Parking" regulation, staff concurs with the request.

CVB/MBH/kag



THE CITY OF HAMILTON



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 24
File No. TEC-263-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Chedoke Avenue and Hillcrest Avenue - Intersection Control

RECOMMENDATION:

That southbound traffic on Chedoke Avenue be required to stop for eastbound and westbound traffic on Hillcrest Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

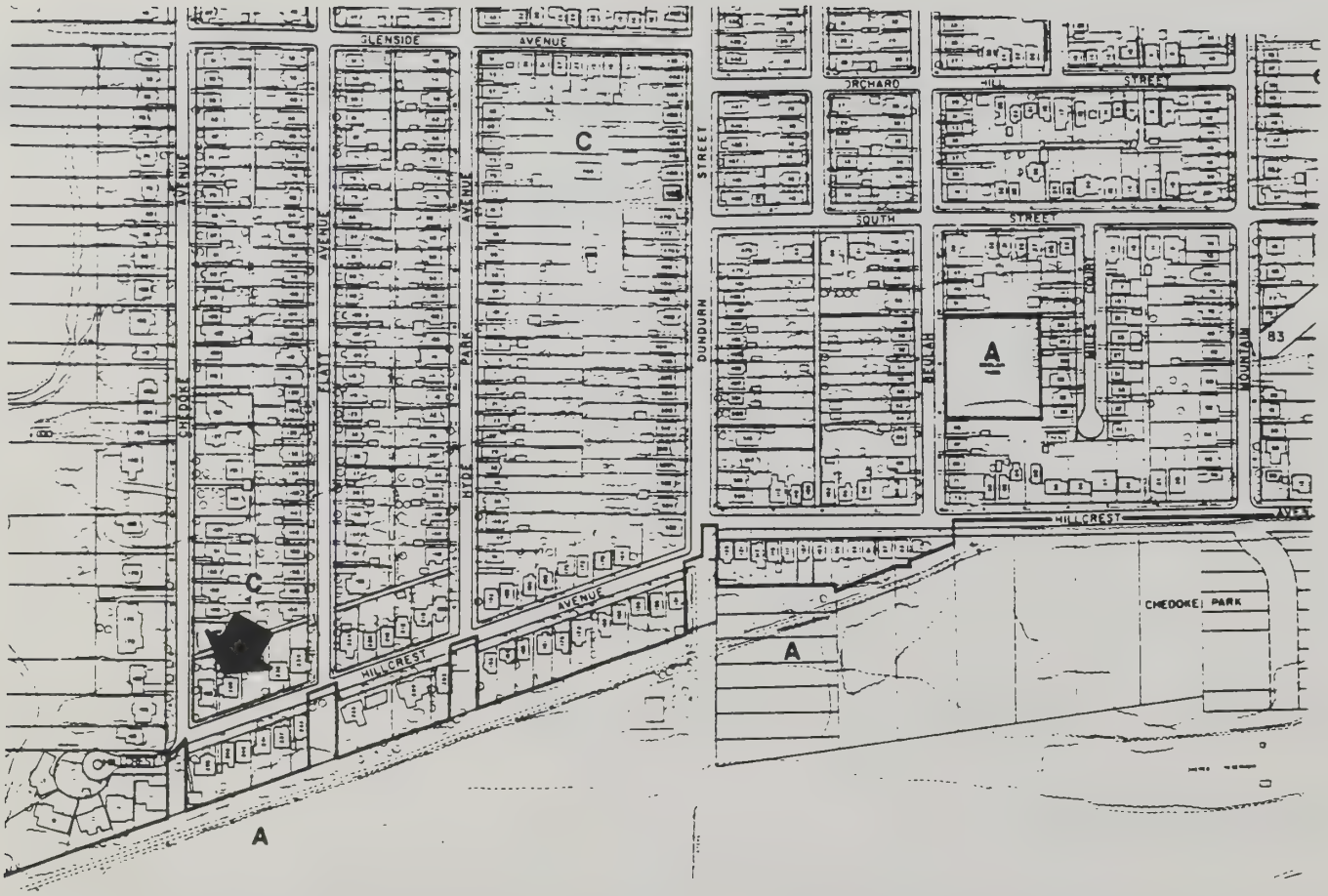
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Greg Gallo, 249 Hillcrest Avenue, that stop control be implemented at the intersection of Chedoke and Hillcrest.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Chedoke be required to stop for eastbound and westbound traffic on Hillcrest.

CVB/MBH/kag



THE CITY OF HAMILTON



2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 22
File No. TEC-259-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of East 45th Street and Lupin Avenue and East 45th Street and Thelma Avenue - Intersection Control

RECOMMENDATION:

That eastbound traffic on Lupin Avenue and westbound traffic on Thelma Avenue be required to stop for northbound and southbound traffic on East 45th Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

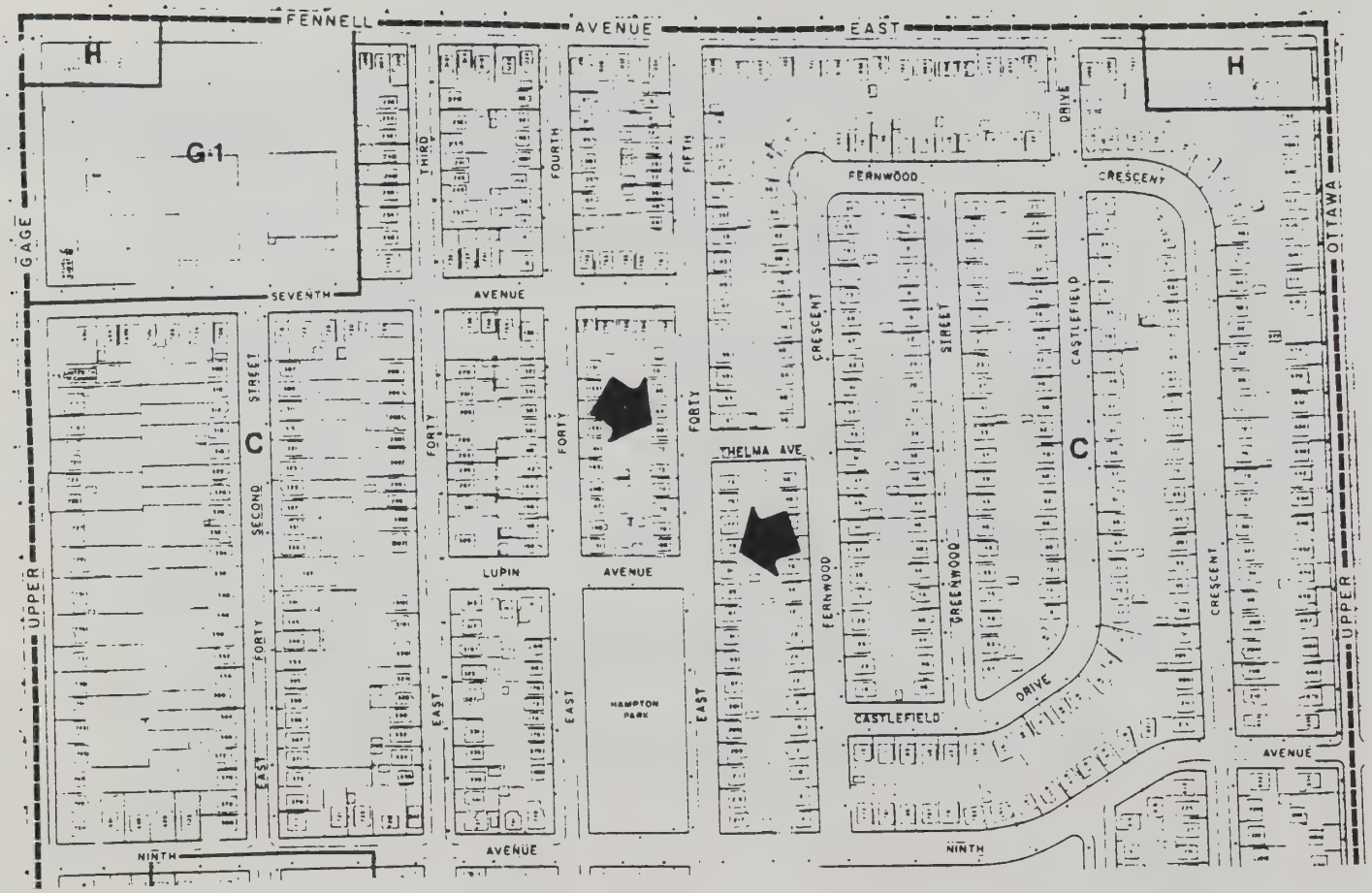
Sufficient funds have been made available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Lorraine Boutilier, 12 Lupin Avenue, that stop control be implemented at the intersections of East 45th and Lupin, and East 45th and Thelma. Both intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule," which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Lupin and westbound traffic on Thelma be required to stop for the northbound and southbound traffic on East 45th.

CVB/MBH/kag



THE CITY OF HAMILTON



2(b)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 17
File No. TEC-256-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Clifton Downs Road and Morgan Road - Intersection Control

RECOMMENDATION:

That westbound traffic on Morgan Road be required to stop for northbound and southbound traffic on Clifton Downs Road and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

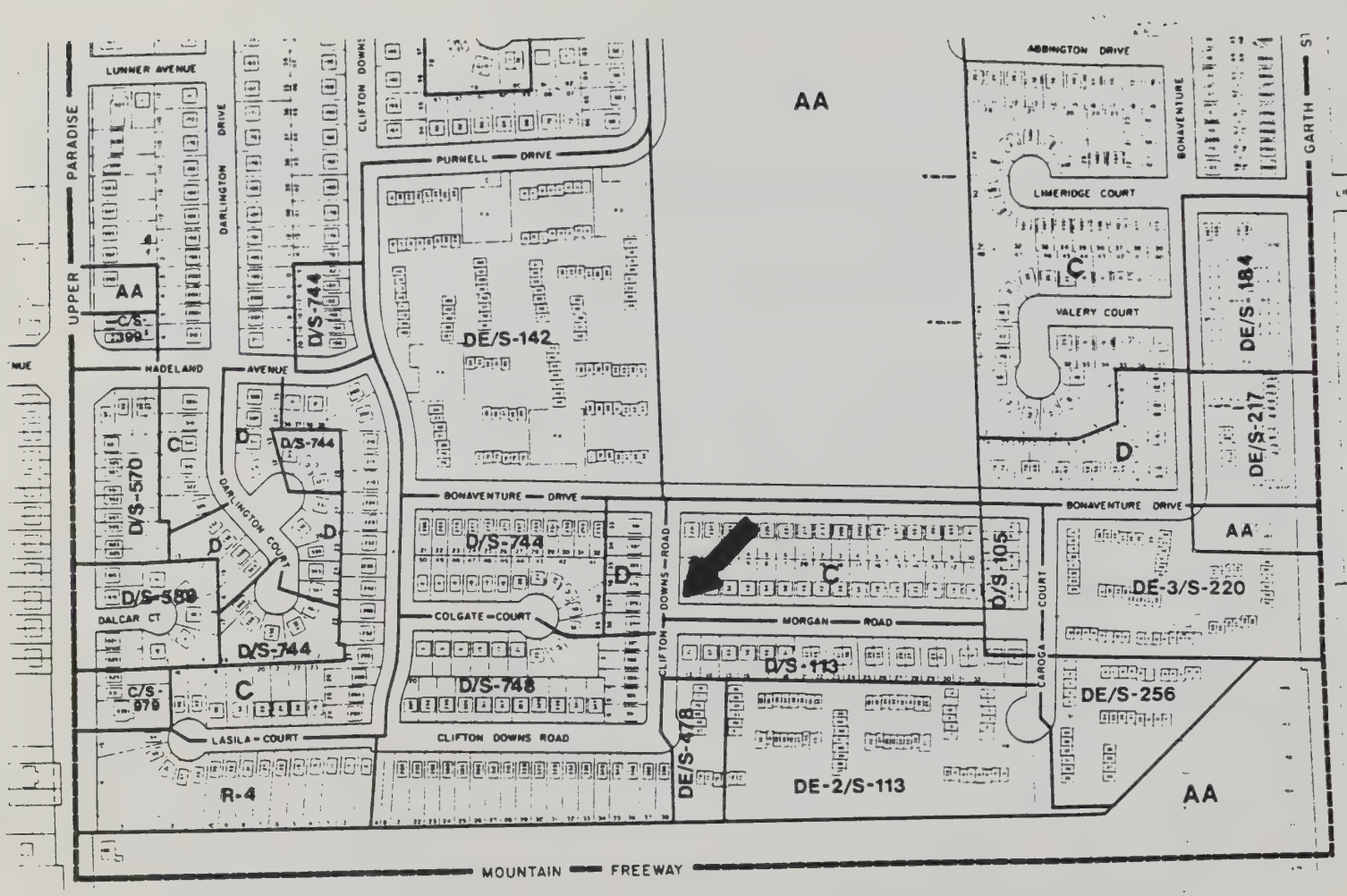
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

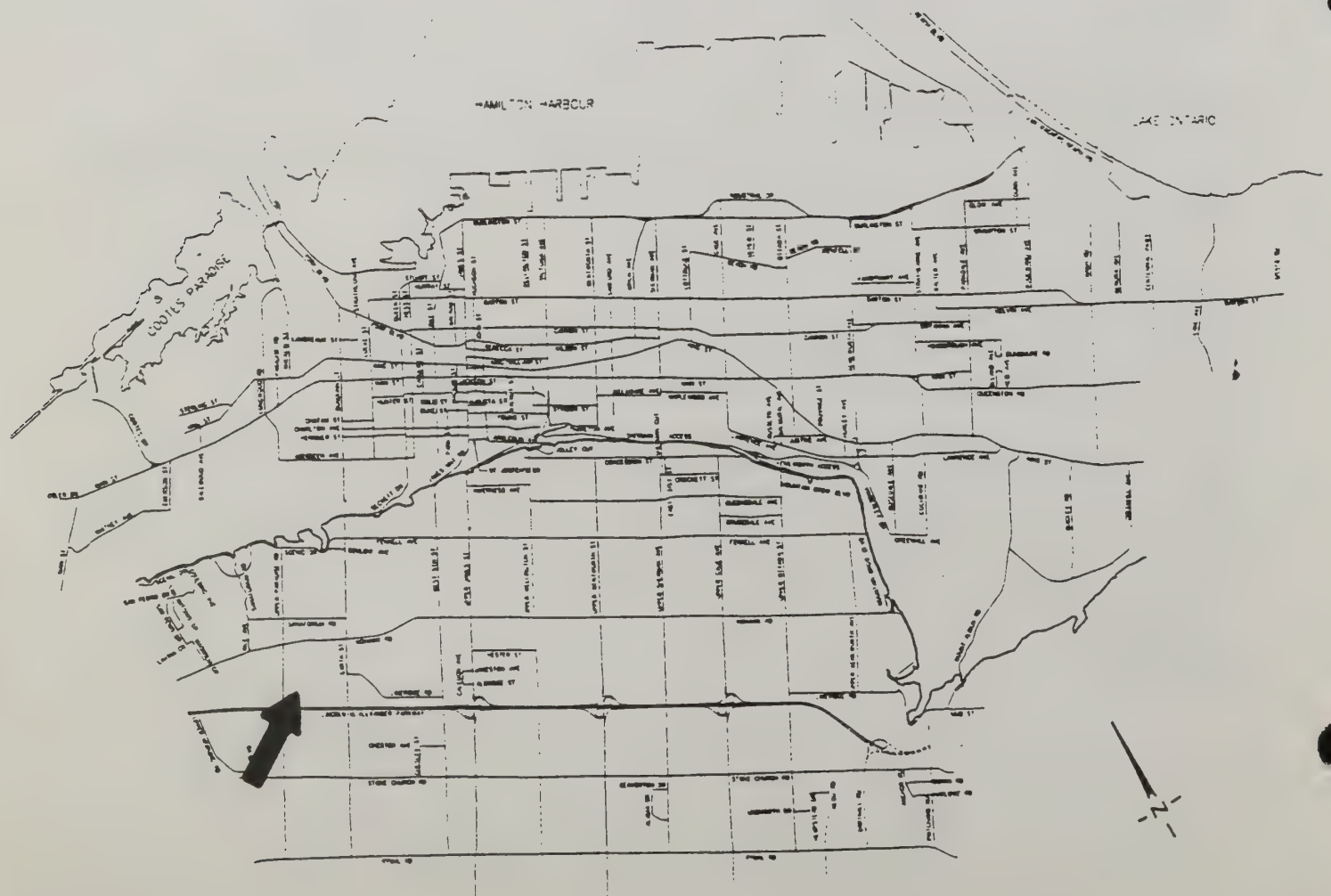
Staff has received a request from Mrs. Angela Villeneuve, 48 Caroga Court, that stop control be implemented at the intersection of Clifton Down and Morgan.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concerns with the request and recommends that westbound traffic on Morgan be required to stop for northbound and southbound traffic on Clifton Downs.

CVB/MBH/lb



THE CITY OF HAMILTON



2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 22
File No. TEC-261-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Mohawk Road East and Upper Ottawa Street - School Crossing Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Mohawk Road East and Upper Ottawa Street during the morning and evening school crossing periods only, on a permanent basis; and

(b) That consideration be given in the 1999 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000 per year, plus administrative costs. This increase can be accommodated within the current (1998) School Crossing Guard Program budget estimates for the remainder of 1998. However, in order to fund this location in 1999, an expansion package will be prepared for presentation to Committee as part of the 1999 budget process.

BACKGROUND:

Staff have been contacted by a Ms. Lynn Calvert, with concerns relating to children crossing both Mohawk Road East and Upper Ottawa Street and the need for a School Crossing Guard.

Staff undertook studies at the intersection on 1998 September 16. It was determined that there are approximately 139 crossings of Mohawk and 54 crossings of Upper Ottawa during the two crossing periods. This intersection is controlled by a traffic signal which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal. In addition, there were several occasions where the children were crossing both streets incorrectly.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1998 September 21. It is therefore recommended that a School Crossing Guard be hired and assigned to the intersection of Mohawk Road East and Upper Ottawa Street during the morning and evening school crossing periods only on a permanent basis.

TA/MBH/kag

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 14
File No. TEC-255-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bonaparte Way at Corsica Court and Bonaparte Way at Fusilier Drive - Corner Clearances

RECOMMENDATION:

(a) That a "No Stopping" corner clearance be implemented on the north side of Bonaparte Way commencing at a point 58 feet east of the east curbline of Corsica Court and extending to a point 61 feet west of the west curbline of Corsica Court; and,

(b) That a "No Stopping" corner clearance be implemented on the east side of Corsica Court commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,

(c) That a "No Stopping" corner clearance be implemented on the west side of Corsica Court commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,

(d) That a "No Stopping" corner clearance be implemented on the north side of Bonaparte Way commencing at a point 50 feet east of the east curbline of Fusilier Drive and extending to a point 62 feet west of the west curbline of Fusilier Drive; and,

(e) That a "No Stopping" corner clearance be implemented on the east side of Fusilier Drive commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,

(f) That a "No Stopping" corner clearance be implemented on the west side of Fusilier Drive commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,

(g) That the City Traffic By-law 89-72 be amended accordingly.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

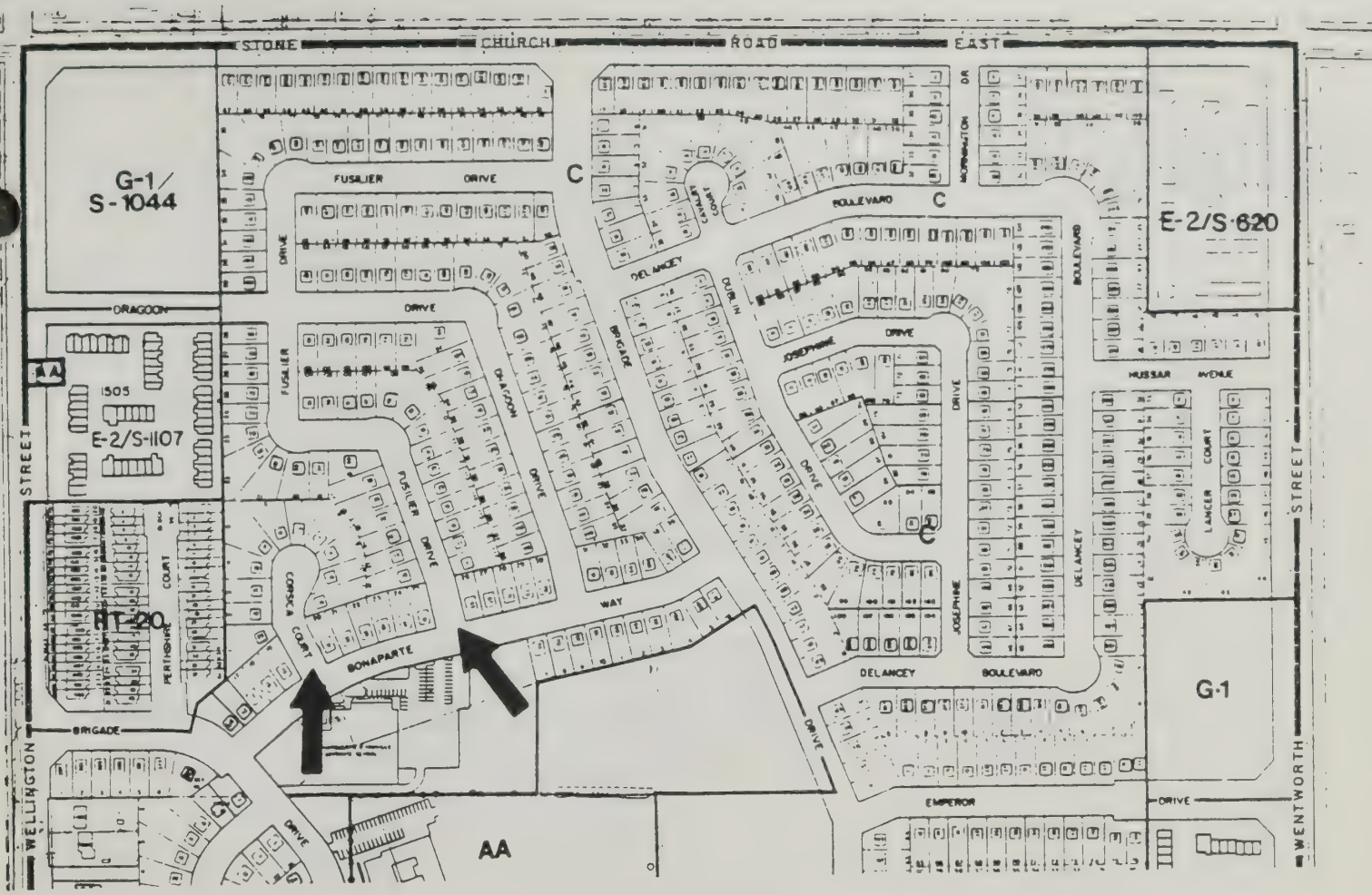
Alderman Bill Kelly has advised of concerns regarding traffic congestion on Bonaparte Way in the vicinity of St. Marguerite d'Youville School. It has been confirmed through observations and discussions with the Principal of the school that the congestion relates to parents picking up/dropping off their children.

Observations reveal that parents are parking on both sides of Bonaparte such that they are too close to the intersections of Corsica and Fusilier at Bonaparte and impeding vehicles and the safe crossing of the street by students.

These recommendations have been discussed with the Principal and he is in agreement with these actions. The school is currently providing information to parents explaining where to park to ensure safety for the children in the area. Parking on the north side of Bonaparte is currently unrestricted but the proposed "No Stopping" regulation encompasses existing driveways and general provision "No Stopping" regulations thus there will be no loss of on-street parking. Current regulations on Corsica and Fusilier allow for parking but all area residential properties have adequate off-street parking, thus we do not anticipate any parking problems.

MH

ERA/MBH/kag



THE CITY OF HAMILTON



2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 August 28
File No. TEC-245-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 71 Rebecca Street and 60 Catharine Street North - Discharge of Two Commercial Boulevard Parking Agreements - GO Transit

RECOMMENDATION:

(a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 1070, to the property at 71 Rebecca Street, be discharged at the property owner's expense; and,

(b) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 196780 C.D., to the property at 60 Catharine Street North, be discharged at the property owner's expense; and,

(c) That the owners of the property be directed to restore the boulevard with sod to its original condition or to barricade the boulevard and execute a parking agreement to prevent illegal parking in these areas; and

(d) That the City Solicitor be authorized and directed to prepare the necessary documents in relation to the discharge of these two agreements.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City presently receives a total of approximately $130 in revenue, plus applicable business and property taxes, each year for the lease of these City boulevards for parking purposes.

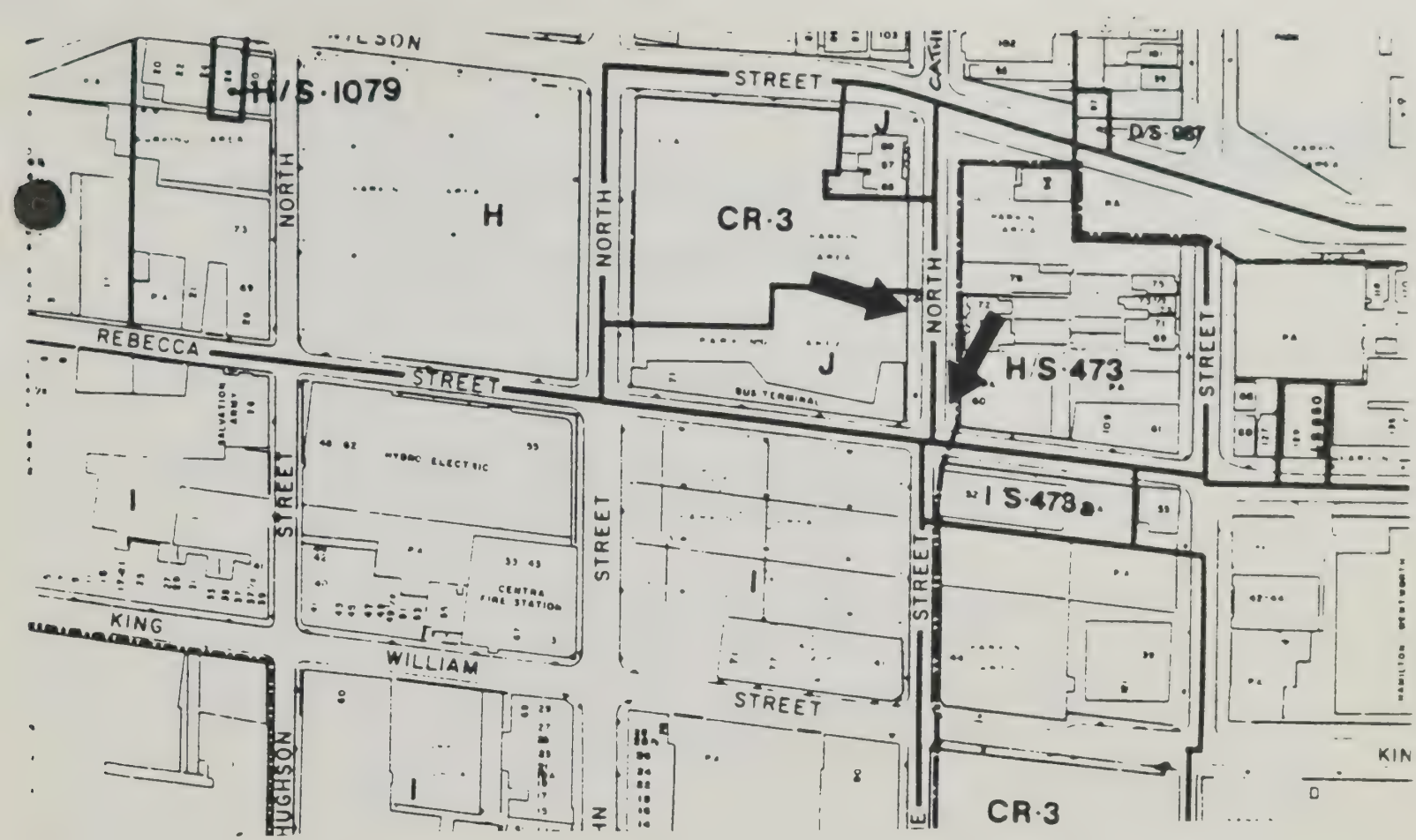
BACKGROUND:

Staff has received a request from Lori Samson, Property Administration Officer for GO Transit, that the two commercial boulevard parking agreements registered as Instrument Nos. 1070 and 196780 C.D. to the properties at 71 Rebecca Street and 60 Catharine Street North, respectively, be discharged as they no longer operate out of this location and the subject boulevard parking agreements are no longer required.

In accordance with the terms of the agreement, the owner would be required to restore the boulevard to its original condition or barricade the area off to prevent illegal parking, upon termination of the subject agreement. Staff has confirmed the boulevard is no longer used for parking purposes by GO Transit and, therefore, concurs with the request.

CVB/MBH/klk

c.c. Patrice Noé Johnson, City Solicitor, Law Department



THE CITY OF HAMILTON



2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 11, 1998
E205-05, M.J. Inrig

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Standard Form City of Hamilton Subdivision Agreement Amendment (R-98-35)**

RECOMMENDATION:

a) That Section XXI – COST OF SERVICES ATTRIBUTABLE TO THE 5% LANDS of the City's Standard Form Subdivision Agreement, be deleted from the agreement and replaced with the following section:

SECTION XXI – COST OF SERVICES ATTRIBUTABLE TO LANDS CONVEYED FOR PARK PURPOSES

The City will compensate the Subdivider for the portion of the cost of services attributable to the parklands conveyed to the City as follows:

(i) the City will pay the subdivider in cash for the portion of the cost of services directly attributable to the park lands, but only after the Subdivider has paid for the installation, and inspection of the required services.

Cont'd...

Standard Form City of Hamilton Subdivision Agreement Amendment (R-98-35)

Cont'd...

b) That amendment a) be applied to all subdivision agreements which Council approves schedules of work, after adoption of the amendment to the standard form subdivision agreement for the City of Hamilton.

D. Lobo,
Commissioner,
Public Works and Traffic

for Guy Paparella, MCIP, RPP
Director, Development Division
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Not Applicable

BACKGROUND:

Under the City's current standard form subdivision agreement the wording of SECTION XXI has become outdated and no longer reflects the practice of the City regarding the cost of services attributable to lands conveyed by developers for park purposes. The clauses also make reference to parts of the subdivision agreement, which no longer exist, thus causing confusion in the agreement.

It is therefore recommended that SECTION XXI be amended with the wording in recommendation (a), which is reflective of the City's current practice regarding services abutting lands conveyed for parks in plans of subdivisions.

MJI:

cc: J. Davidson, City Law Department

2(B)(i)(v)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 September 24
T103-50 (1419) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement 236 Pritchard Road
(R-98-47)

RECOMMENDATION:

a) That the application of Fine Analysis Laboratories Ltd. to install and maintain a fibre optic communications cable under the Pritchard Road road allowance, be approved, subject to the following conditions.

   i) That Fine Analysis Laboratories Ltd. enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

   ii) That Fine Analysis Laboratories or its designated contractor become a member of the Ontario One Call System, the underground locate agency;

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That Fine Analysis Laboratories Ltd. pay a first year fee $266 and a subsequent annual fee of $21.52 plus taxes if applicable.

for C. Scott-England
D. Lobo
Commissioner
Public Works and Traffic

Ted Gill
E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Encroachment Agreement, Fine Analysis Laboratories Ltd.
Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid a first year fee of $266 and the City of Hamilton Clerk's Department (Real Estate Division) has determined an annual fee of $21.52 based on $2 per square foot assessed at a rate of 10% of 50% of market value.

BACKGROUND:

A request has been received from Fine Analysis Laboratories Ltd. to install and maintain the encroachment of a fibre optic communications cable under the Pritchard Road road allowance.

Fine Analysis Laboratories Ltd. is a company providing quality control and assurance for the pharmaceutical and environmental industry. The applicant has advised this Department that they have been in business in Hamilton for the past ten years and during that time the business has grown substantially. Due to this growth, the applicant purchased property at 225 Pritchard Road and is requesting permission to provide a communications link to 236 Pritchard Road.

The project consists of installing an underground fibre optics cable in the Pritchard Road road allowance. The proposed cable will be installed at a depth of approximately 1.00m to 1.20m. The cable will be placed inside conduit to ensure all safety regulations are maintained. The contractor will become a member of the Ontario One Call System which will ensure knowledge of the fibre optic location to all affected municipal departments and utility companies.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $266 and will be assessed an annual fee of $21.52. The applicant has contacted the various public utility companies and we have circulated notice of this proposal to the affected municipal departments and have received no objections. The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:
CC: A. Ross, Treasurer




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